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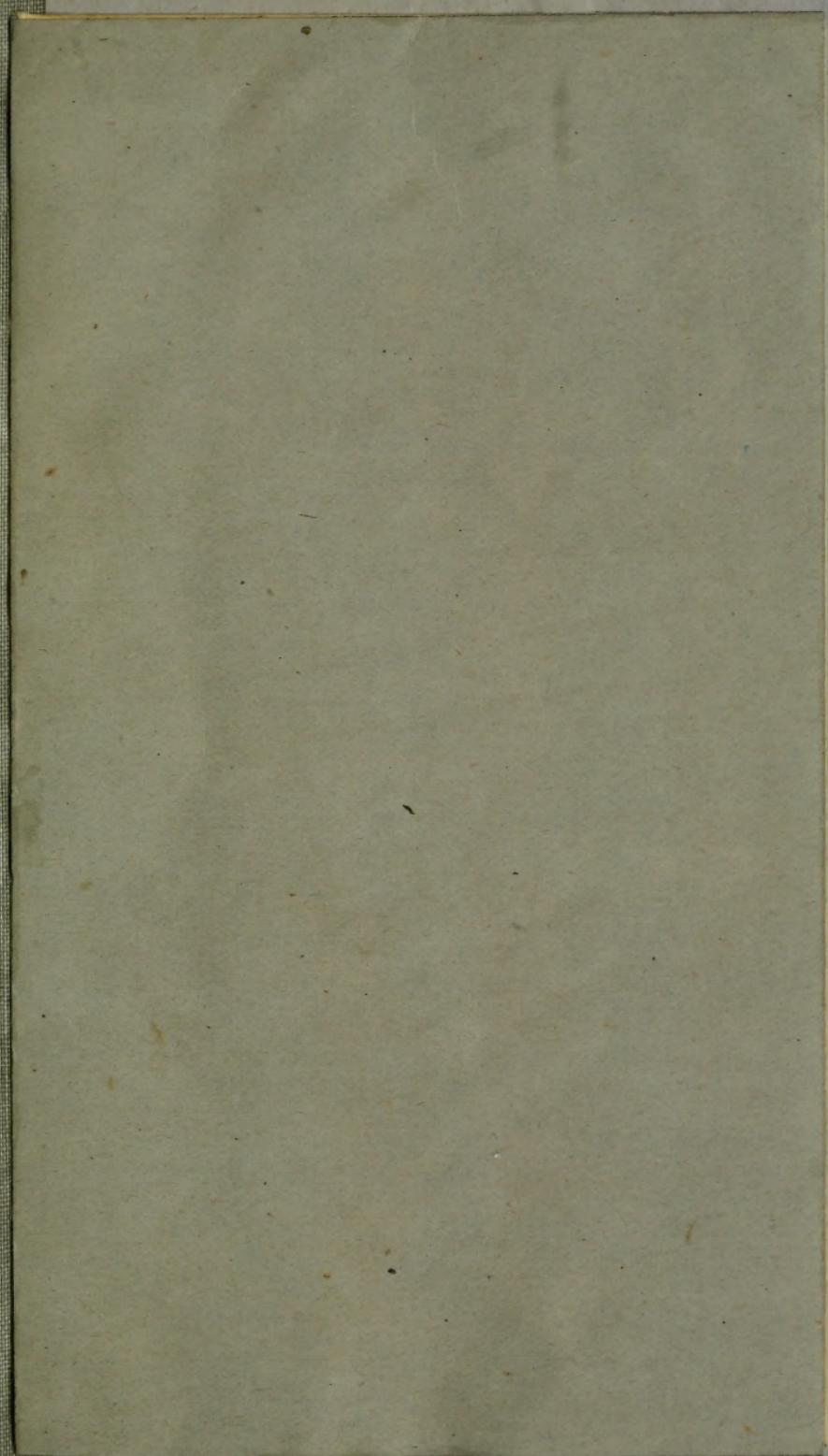
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INDEX.

1853. Page 76. Age 20. Drives cattle over Rockies.
to Page 98. Companions killed by Indians.
Escapes death by hiding in brush.

1856. Page 201. Age 23. Across country by stagecoach. By
to page 216. steamboat to Panama & Cuba. Back to
Philadelphia.

1857. Page 216. Age 26. ²⁴ Store at Fox Lake, Wisc. Trouble
to page 231. with mules, bad hotels, difficult
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1860. Page 58. Age 27. ²⁵ War spirit in South.
to page 75.

1861. Page 1. Age 28. ²⁶ Joins Southern Confederacy, and
to page 58. describes daily marches and
fighting.

1864. Page 260. Age 31. Travels to Mexico, Cuba, and
to page 266. steamer to New York.

Married at age 31, in Sept. 1864. Died August 25, 1895,
aged 62.



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Father's Journal.

Book of 288 pages,
many not written on.

Page 1 to 49.

Military doings at Little Rock, Ark. April 21, 1861.

Page 50 to 57.

Gives up army life and returns to Little Rock, July 1, 1862.

Page 58 to Page 69.

March 2, 1861. At Little Rock, Ark.

Page 70 to Page 75. ~~Exgax72xxixxxkxxy.~~

February 3, 1861. At Little Rock, Ark. joins Southern Army.

Page 76 to Page 98.

May 1853. Aged 20. At Paris, Texas. Joins Cattle Train
with brother-in-law Henry Rhine.

Blank pages from Page 98 to Page 201.

Page 201 to Page 215.

February 2, 1856. Leaves Auburn, Calif. after two years
there in store, 1854 and 1855, to return to Philadelphia
via Nicaraugua Route.

Page 215. to Page 231.

1856. March. Makes trip to collect for Masonic Mirror to
Wisconsin, and back to Philadelphia. Stops in
Fox Lake, Wisconsin, and with cousin Eli opens
store. Fails there and goes to Little Rock, and
remains until September 27, 1857.

Blank pages from 232 to page 258.

Page 258 to Page 266.

November 25, 1863. In Matamoras, on border of Mexico.

January 14, 1864. Leaves Matamoras to return to Philadelphia.

Arrives Havana, Cuba, March 1, 1864. Leaves March 9, 1864 for
Philadelphia. Marries in Sept. 1864.

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Father's Journal.

Chronologically listed.

Starts in May, 1853. Aged 20. Page 76 to 98. At Paris, Texas, joins cattle train with brother-in law.

1854 and 1855, store in Auburn, California. Leaves in Feb. 1856, to return to Philadelphia, via Nicaragua
Page 201 to 215.

March 1856 . Page 215 to 231. Makes trip to Wisconsin to collect for Masonic Mirror. Tries a store with cousin Eli Hyneman in Fox Lake, Wisconsin but fails, and goes to Little Rock, Ark. until Sept. 27, 1857.

Nothing further until 1861.

Feb. 3, 1861. Joins southern Army at Little Rock. Page 70 to
March 2, 1861. At Little Rock, Ark. Page 58 to 69. 75.1

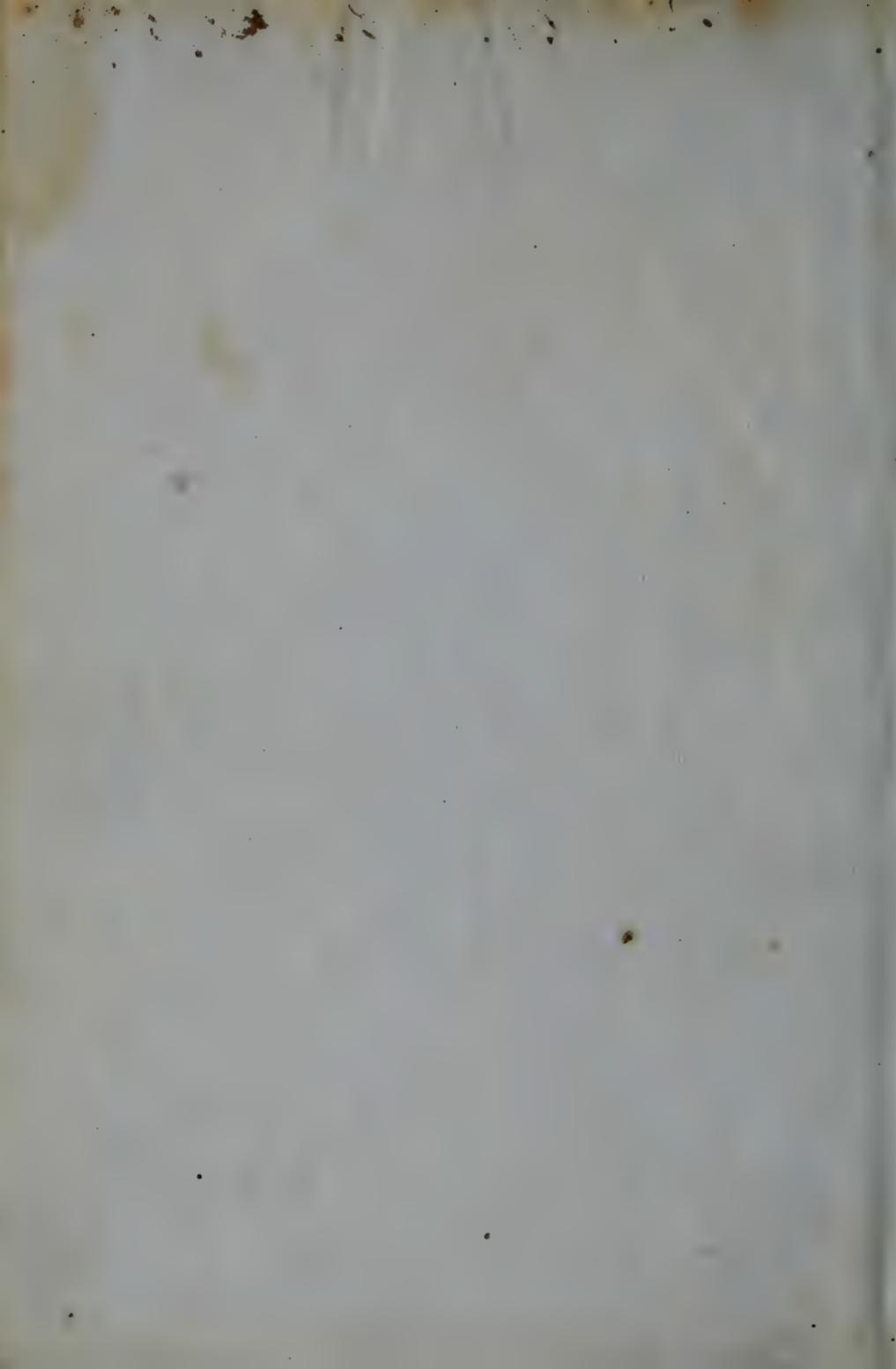
April 21, 1861. Page 1 to 49. Military doings in Little R.

July 1, 1862. Page 50 to 57. Resigns from Army and returns to Little Rock, Ark.

Nothing further until November 25, 1863. At Matamoras, border of Mexico. Leaves and returns to Phila. arriving in Philadelphia in March 1864.

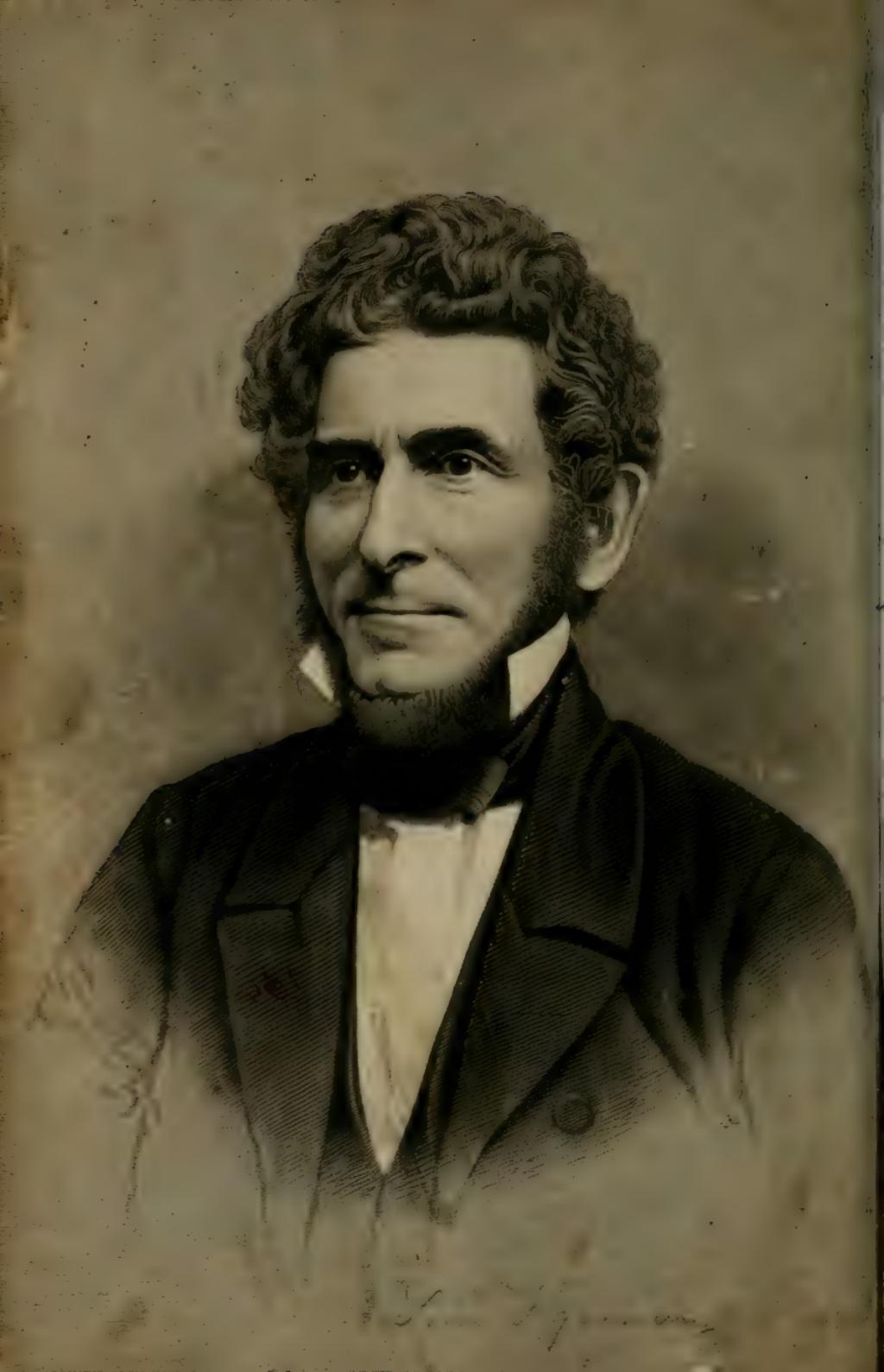
Marries in Sept. 1864, aged 31.

Page 258.



Capitol Guards Capt Peay ~~July 9~~² 1861

Moses Leon Hyneman. Born at Philadelphia Penn Sept 14th 1833. Learned my A.b.c & writing from old Mrs Childs on Second near Poplar in the back room of the house where Childs had a watch store. Went to the New Market Street Public School when John M Coleman was principal. Had before that gone to school in Easton when my aunt Mrs Charles Green was living. Went to Richmond Virginia in a store there about 1850. On my return home attended J. D. Foxes Union Academy corner 13th & Market. I also attended a school kept by Spencer Robert, also Mrs Graeff. Hebrew I learned from Mr Michelbacher and took lessons in Spanish from J. Bernal writing and book keeping from - Rods on Second Street, and can say that I have very mostly profited by the labor of my hands and the outlay of my funds.



Dear Dr. Born ⁵ 1805
Sarah " 1806
Lora " 1848

W. J. M. B.

Phila to New York

Dunkirk, Cleveland

Cirocinnatti to New Orleans, Alexandria La

Clarksville Texas, San Diego Cal

Return to Phila by the Nicaragua Route. 1852

Phila to Falls of St Anthony & return

Phila to Fort Lake Wisconsin

Fox Lake to Chicago, Cairo

Clarksville 2nd to

Clarksville to Sherman, Indian Territory then

Clarksville to Helena, St Louis to

Philadelphia

return trip 1858

Philadelphia to Galveston, Pan. - Tex

Philadelphia, Alexandria La, Clarksville, Tex

Philadelphia to Little Rock 1856

return travels

Little Rock 1856 to Newville Tex

Matamoras, Piedras Negras Mexico

Return, Rio del Rio, Havana Philadelphia

Philad. to New Orleans, Philadelphia

Philad. to New O, Havana, Matamoras, Mex

Return to Philad

Philad to Pittsburg - Bellair Ohio

Capt Peay
1 Lieut Pearson
2 " " Hutton
3 " " Sockman

1861
1863
28 J.W.
J. C.

War journal

Begin on Page 70. To Page 75
Then up to Page 1 to 9.

Page 76 + on = about the
Cattle Train

See page 70 for Feb. 3, 1861.
Sunday April 21st 61. 2842.11

The capitol Guards of which I am a member, having had their services accepted by the Governor, were on parade to day ready for duty, after being very busy in the store all morning fitting out volunteers for the expeditions, in the afternoon I was ordered to the arsenal on guard duty and to assist in removing Ammunition. 200,000 musket cartridges and an equally large supply of fixed ammunition for the guns, with extra muskets and equipments were sent to the boats. At 8. P.M the company was again reassembled and marched on board the "Talleyrand" where the other companies were already in waiting. The boat being overcrowded, the Guards and two other companies went on board of the "Hed Notrebe". There was a large assemblage to see us off, and hearty cheers were given us. It had been at first determined to leave our flag behind, but at the earnest request of the men it was sent after, and unfurled as the boat left the wharf. The expedition numbers 367 men.

Monday April 22^d.

Morning clear & pleasant. was up all last night and had a very pleasant time. great good feeling exists among the different Corps. Strict discipline is maintained, guards regularly stationed, Companies drilling on the upper deck. Busy to day running minnie ball, making cartridges. The boats keep in sight of each other, and are frequently lashed together, though the Notrebe has double the speed of the Paleque.

23rd Drilling on the upper deck and guard mounting passed 09 A.M. Reached Van Buren about 6 P.M. only four miles distant from the fort. Lay here two hours and sent out some scouting parties. Reached Fort Smith about 1 A.M. Learned that the garrison had evacuated landed artillery, and then stood on guard duty till day. Town entirely quiet and making no demonstrations after our arrival. The men all reached here expecting to be compelled to attack, but behaved themselves very well.

Wednesday April 24th

In the morning early to the fort, which presented on every side evidences of the hurried manner in which the Garrison had fled, in front of the barracks, in every room of it were trunks or chests hastily broken open and with their contents strewn the floors, they had apparently taken what was of the most value, care less what became of the rest, clothing, books, letters, miniatures were all scattered in confusion, the fire was still burning in the kitchen and the meat and bread for the coming day was on the table. Some few prisoners were taken and admitted to parole. The families of many of the men were left behind but were not annoyed. At 10 a m Battalion parade in front of the quarter, the Southern flag raised and saluted, other companies from town and from the country arriving. In the afternoon, pitched our tent under the walls, and secured our rations.

25th On guard duty for twenty-four hours, two on four off. Parade of the Battalion to day and a speech from Col. Bostwick. Rumours of an attack upon our position prevalent. Grand rounds made.

was up all night, visiting the out posts when not on duty.

Friday April 26

Aroused at midnight, to repel an expected attack, all the force under arms, and the guns placed at the entrance, a picket guard on the Pointeaux, scouts (mounted) through the woods for several miles around. Tremendous rain before morning.

27th Struck tents this afternoon and sent baggage down to the boats, but as no orders had been received, the baggage was sent back and tents again raised. Marched into town for supper.

28th Struck tents. at 11 A.M. marched on board of the "Lady Walton" 275 men on board. Much crowded. No provisions on board, and the captain deserted the boat at the first landing. The town companies paraded to see us off, and the companies left with the best wishes of the citizens.

Tuesday April 30th 61

Reached Little Rock at 2 P.M.
a good reception. Sent baggage to
the Armory, and then marched in
battalion to Gov Rector, who addressed
the troops, and invited them in to
some champagne, companies were
then dismissed.

The companies have all behaved on this
trip with uniform good behavior, and
though many were not the best of material
no occasion for extra authority was
displayed. with some few exceptions
the trip has been a very pleasant one,
to be remembered with credit by both
men and officers.

Little Rock Arsenal

Arkansas Seceded on the	6 th May
Camp Ashley	June 1 st
Capital Guard sworn in	June 3
Transferred to Confederacy	July 26

On the 18th June 1861 the Capital Guards struck their tent at Camp Ashley, and with three hearty cheers for the camp ground where so many pleasant hours had passed, marched to the Arsenal, where tent were again pitched.

Encamped here, was the 6th Ark Regt of which our Company was a part, and several separate companies from La, and Ark. Waiting the formation of a Regiment. In the afternoon, the Regiment, was paraded in the ground in front of the arsenal, its huge length coiling around the square, when orders for the Regiment to march to Pocahontas, Randolph county, were read by Adj Gen Burgevin.

Our Company, by right of priority is the first in line, the other Companies are the Dixie Grays, Capt Smith, Fayette Guards, Capt Hill, Dallas Rifles, Capt Cameron, Columbia Guards, Capt Austin, Lisbon Invincibles, Capt Turner, Voltigeurs, Capt Kingswell, Quachita Grays, Capt Barnes, Yellow jackets, Capt Echools City Guards, Capt. Sutherland, Col Lyons, Lt Col Hawthorne, Major Kilgore, C. M. Hardnett, Regiment numbers 850 men.

Wednesday June 19th 63.

at sunrise this morning, tents were struck and wagons loaded, after very long delays, the Regiment formed about 10 A.M. and marched through town to the landing, the day was intensely hot & dusty, yet none in the company felt the discomfort, based, as they were, in bidding good bye to friends & relatives who blocked the streets, and considered that we were going where there was too small a chance for return. Few in the company that did not weep. At the landing the 1st Division under command of Capt Peary crossed to the opposite side on the S.B. Alamo and halted on the river bank for the rest of the regiment. Some kind friend had sent a few kegs of Lager for us, which were very welcome. After the regiment had all crossed, we marched in very straggling order, thro deep sand without shade, and with frequent halts to Ink Bayou, 4 1/2 miles, and camped about sunset, all very much fatigued. At night, Huyet, H. Fisher and several others came out to see us, bringing plenty of whiskey with them, and keeping the camp awake until a late hour.

Thursday June 20th 1861
On early reveille, but a late start,
the road becomes harder, but the day
is very hot, after marching 8 miles, we
stopped at 10 O'clock for a rest, until
3. P.M when we marched to ~~Bayou~~ two -
in the Six miles further. Had but a
scant supply of water.

Friday 21st - Reveille 4 a.m
Started at six, passed through Atlanta
Prairie Co. The Agent received many
courtesies on the march, and many
ladies came out to camp to see us, Camp
on Bayou Metoe, a very poor camping
place, with miserable water.

Saturday 22nd - Reveille at 2:30
a.m, start at five, passed through
a much better country. Camped at
1 P.M on Bayou Des Arc, 16 m

Sunday 23rd - Passed through Deary
White County, escorted by Fifers cavalry
which is encamped here. Went four miles
beyond & camped on Little Red River.
Had a glorious bath in the river. 9 m
Rain at night.

wagon 28 lbs. ⁸/₂ 69

Monday June 24th 1861

Morning rainy, wagons let down the hill to the river by hand, had to ferry baggage across, & carry it up the hill, a very fatiguing job. Heavy showers on the road, drenching, but cooling us all off.

Camp on Stephens Creek 10 m

Tuesday June 25th 11 m

Wednesday " 26 14 m

Thursday " 27 8 m

passed through Batesville

Friday 28. lay in camp all day, heavy rains, camp flooded

Saturday 29th 13 m

Sunday 30 12

Monday July 1st 12 m

Waded Strawberry river.

Tuesday July 2nd 14

Morn. very cool, fires comfortable.

Waded two deep and wide streams, camp on east side of Black river

Wednesday July 3rd 10

morn cool, passed through Pocahontas to Camp Missouri 2 miles

186

an average of 12 1/2 m a day

Thursday July 4th 1864.
 This has concluded a march which will compare favorably with performances of the best soldiers. A record like this, can scarcely show what suffering has been endured, most of the men unaccustomed to long march walking, have made most of the march with feet too blistered to stand on. The weather was intensely hot all the time, and the marchers were most painful during the hottest part of the day. Yet all stood it well, and on reaching camp, would pitch tents, & prepare for cooking with all the quietness of regulars.

Our life in the camp where we remained until Aug 2^d was very regular. Reveille at 5. A.M. Company drill, 7 to 9, Battalion drill 3 to 5, dress parade 6 P.M. Tattoo 9. P.M. Tap, 9. 30. A very large amount of fatigues work was done, two drill grounds were cleared out in the forest while guard duty was a very heavy, details being furnished daily to the town, as well as at camp. Drills were done off in the sun under a hot August sun.

Thursday July 25th 1861.

Regiment paraded at 9 A.M. this morning in accordance with orders previously read. A few remarks having been made by Col. Lyons each company in its turn was marched up to the colors, and a vote taken to ascertain who were willing to be transferred from the State service, to that of the S.C. those declining were required to step out of ranks, Stock Arms, and were addressed as Citizens. Loud & frequent cheers were given for those who became C. Soldiers, as the vote progressed, and the scene was exciting. One Company was entirely disbanded, but five or six remaining (Yellow jackets). The Regiment lost about 200 men. our Co lost 23. Much feeling was displayed by all, some at the thought of leaving the Comrades under such circumstances, others because they were treated the same as ever by their Comrades. Others because they already regretted what they had done in deserting their country in colors.

See additional remarks about the visit & speech of Gen. Yell, to dissuade the men from joining the Southern Confederacy.

Friday July 26th 1862. Company
on guard duty, owing to our reduced
numbers, and the number of posts. We
are compelled to stand two hours on, and
two hours off. In the evening, at Dreys
Parade, Brig Gen Hardee, & Col Hindman
were present and the Companies were sworn
into the service of the Confederacy by the latter.

Thursday August 1st.

Companies leaving all day, struck our
tents, but remained on the ground

Friday August 2^d

5 m

marched to Camp Shreve, on Fourche de Mars

Saturday Aug 3rd

12 m

struck Camp at noon, marched to Martins
where we remained till six P.M. then went
six miles further and Bivouacked for the night,
did not unload wagons, & lay down without
Blkts.

Sunday Aug 4

6 m

Started at 4 A.M. & Went on to Pittmans
ferry on Current river were all wearied
out from fatigue & hunger

and remain in the state of Slave trots.

Tuesday August 6th 1861
Hot in the extreme, struck Camp, crossed
the river, marched 1 mile, crossing into
Missouri. No water at our camp it has
to be hauled from the river in Bals. Wells
are to be sunk, details having been made for
the purpose. Col Lyons being in command at
Pocahontas, Lt Col Hawthorne is in command.
It is reported that we have moved to this place
contrary to orders, and that Col Lyons is under
arrest.

Monday Aug 20th 9 m
Orders from Hardie to proceed to Black R.
Started at 5 P.M. night clear & cool, camped
at Martinsville at 9 P.M.

Tuesday Aug 21st 18 m
Started at 7 a m marched till 10 a m. 9 miles
Started again at 12 m and went to Cache
Creek, the regiment completely exhausted
and scattered along the road, not a sol-
dier coming in at the halt. The day was
extremely hot, and water was scarce all
the road.

Tuesday August 21st 1862 12 m
Morning. Showery, warm. Started about
9 A.M. passed through a beautiful rolling
country, different from any we have seen
yet. heavy showers met us through road
nearly. 2 P.M. reach Black river at
Reeves station. Camp on the river in the
bottom. rain at night.

August 28-29th 30

Hardees forces retiring from Greenville.
troops are crossing the river all the
time, day and night, and make an
animating sight. Infantry-Artillery, cavalry
crossing a rapid running - wide stream.

August 31st

5 m

Muster of the Brigade in the morning by
Genl Hardee. 3 P.M. struck camp and
marched five miles.

Sunday September 1st

12 m

an early start, irregular march, day very
hot. Camp on Little Black river.

Monday Sept 2^d Martins

8 m

Tuesday " 3 Pittman

11

an early start crossed the river at 9 a.m.

Tuesday Sept 24 1861 6 m
 Broke Camp at 10 a.m. crossed at Ferry at
 12 m. Marched through Buck Scull along the
 river most of the day, through wet muddy
 bottoms to Little Black river. Pioneers ahead
 cutting & mending the road

Wednesday Sept 25 15
 Waggon train ahead. Road still through the
 bottom, and in the main very good. Recrossed
 at 2.30 a.m. Started at 6 a.m. reached camp
 on Cypress Lake 2 p.m.

Thursday Sept 26 8 m
 Morning cool - cloudy. Roads bad in the extreme,
 no two men marching together but all picket their
 way through the mud as if skirmishing. Crossed
 Big Black R. on the ferry. went three miles
 beyond, and camped in a "Hurricane" where there
 was scarcely room to place tents.

Friday Sept 27th 12 m
 Morn cool - clear, start at 7 a.m., march
 very slow, through the bottoms, passed some beautiful
 prairie openings, then into Cache Creek bottoms, very
 muddy & difficult to pass, reached Crowley's
 ridge at 2.30 and camped

Saturday Sept 28th 1861 14 m
 morn cool clear. start at 6:30 a.m.
 road good, over a high rolling ridge, through woods, with some settlement. Reached St Francis R. at Chalk Bluff. 11 a.m.
 crossed on the ferry, and camped on the opposite side.

Sunday Sept 29th 18 m
 cold clear. start at 6:30 a.m. road ascend, a high broken ridge, for six miles, then into a dry bottom, with prairie openings, well settled, passed several small towns, reached Clarksville, Dunklin Co Mo at 2 p.m. and camped on Watkins camp ground, at end of plank road. Bro-in-law of St Col Hawthorne was killed in a drunken quarrel.

Monday Sept 30th 18 m
 started at 7 a.m. on the plank road for 12 m, through swamps, and land sunk by the earthquake of 18⁵⁶, a desolate dreary looking land at 1 p.m. got on good road and camped on a little.

Tuesday October 1st 16
 road good well settled. Reached Point Pleasant and camped in the open fields near town. May 6 our boys in the Miss R for the first time

Wednesday October 2^d 1861

Wagons ferried across the river and start for Columbus. 4 P.M. strike tents, and carry baggage to the river, 10 P.M. embark on the S.B. Ingomar, 12 m^o leave for Columbus

Thursday October 3^r

5 a.m.

10 a.m. reach Columbus Key, disembark. Lay on the levee till 3 P.M., when wagons having been provided, we marched out 5 m^o on the Clinton road, and camped on Little Obion, a creek made celebrated by Dave Crockett exploit.

Monday October 7th

5 a.m.

March to town, and camp near the depot about 10 a.m. Some federal gun boat, appear within range, and commence firing, our battery respond, firing of shot & shell for about 30 minutes when the boats retire, no damage done.

Tuesday Oct 8

Morn cold, 3 day ration cooked of salt-beef Crackers. 6 P.M. on cars, open, no backs to the seats, much crowded, and the night very cold, Run to Humboldt Town and lay till day light.

18

Wednesday Oct 9th 1862
 switched off on to the track of the Louisville R.R.
 and reached the Tennessee R at dark, where we
 camped

Thursday Oct 10th

marched to the river, wagons & troops, ferried
 over, bridge being incomplete, got into the
 cars, night very rainy.

Friday Oct 11th

Col Lyons was killed last night by his horse
 leaping over a precipice, and falling on him,
 his body brought along, Train starts at 6 P.M.

Saturday Oct 12th

train runs very irregular, many stoppages on
 the road, reach Bowling Green at dark
 ordered on to Cave City, reach there at 1 a.m.
 and camp

Sunday Oct 13

8

clear pleasant, cooked 3 days rations,
 strike tents at 3 P.M. left most of the
 baggage, marched 1 m beyond Horse Cave, and
 laid in Ambush for a post, reported to be marching to
 attack the town, night very cold, and laying on the
 ground, without fires or covering, compelled to keep

strict silence, with the prospect of a fight at any moment, was not pleasant to any of us.

Monday Oct 14

Staid at Horse Cave sleeping till 11 a m
returned to our camp at Care City

Wednesday Oct 16

16 m

marched at 1 p m, country rolling, well settled, Camp at 6 p m at Blue Spring, rain at night -

Thursday Oct 17

7 m

morning rainy, started at 12 m. in the rain, roads deep in mud, went 7 miles & camped at 9 P m. The watch word of battle was given out. Regt formed in line in the road, leaving wagons behind. 1 Co sent ahead mounted behind the country scouts, come in and report Green & Barren rivers unfordable, return to camp (near Monroe). The object of this expedition was to surprise a portion of Rousseau's army at Greensburg. The scout lost in 12 miles

Saturday Oct 19

13 m

in camp yesterday. Struck tents at 9 A m clear & pleasant. Marched to within 5 m of Care City -

Sunday Oct 20

6

Returned to Care City

20

Monday Oct 21st 1861 14
 Struck tent at noon, march very hot
 and fatiguing, reached Rocky Hill station
 at dark, received orders to return to Cave city.
 Camped here

Tuesday Oct 22

14

marched back to Cave city

Wednesday Oct 30

9m

Struck tent at noon, went nine miles on
 the B Green road. Camped in a field

Thursday Oct 31st

5m

Reveille at 3 a.m. mom cold & frosty start
 at 7 a.m. and march to Rocky Hill station
 all of the Cave city troops here.

Friday Nov 1st

Parade about from the pickets, long rolls and
 the Regiment slept on arms all night
 caused by one of the pickets shooting another with
 from liquor, or an old grudge.

493

21

Thursday Nov 27th 1861 12
 broke camp at noon. March very hot &
 fatiguing, country beautiful & well settled.
 reached Fall and stations after dark, camped

Friday Nov 8th

moved camp into the woods. another false
 alarm & long roll at night, Regt in line
 of Battle

Thursday Nov 28th

Reported crossing of Green river by Wagon
 another false alarm at night with the long roll

Tuesday Nov 26th

Clear & cold. Broke Camp at 7 a.m., Marched
 at 10- went to Graham, three miles from
 Green. Camp on Barron river

Sunday December 8th

cloudy. Camp - Waus. Broke Camp at 9- and
 marched on the flats, camp at dark

Monday Dec 9th

Bells Tavern, 3-6 a.m. showers on the March.

Tuesday Dec 10th

Horse Wells. Report of the examination.

22

Wednesday Dec 11th 61
 clear very cold, two days ration cooked, p.
 consultation of officers, attack on the enemy
 determined on. Rumours ripe in camp

Thursday Dec 12. 5 m.
 expedition forbidden by Gen Hardee, marched
 over to Cave City

Tuesday Dec 17 22 m.
 started at 9. 4 m. having tents standing
 made Brigade start, Gen Rangers accompanying,
 went to within 1/2 m of Burn river, razzed the
 head, halted at Hodenville & razzed the - ordered to
 the rear, 6" start to the front, double quick, passed Col
 Brown, some wounded. 6" ordered to the rear to
 prevent being cut off. Col Terry charged the Con-
 federate, is killed, Brigade falls back 2 miles
 & meets them return to Cave City.

Friday Dec 20 1861 12
 Col A. & one company from the 2nd Regt, one
 Co Cavalry, one pr artillery, start about 10 a.m.
 beyond Horse Camp, halt at north tearing up R.R.
 to the left, the other half deployed on the right in
 the wood, report your being cut off, recalled at
 12, my forces the camp in confusion, ready

to start to pack up, baggage piled up ready to
burn.

Sunday Dec 22nd 1861 4 m

Rainy - very cold. Broke camp at 12 m
Marched 5 m, below Premit Knob, & camped
in wet rain, & stormy

Monday Dec 23rd 3 m

Rainy - very cold - more to sell station
and camped, b. in chimney in
here. 100 ft. 8th 11th

Wednesday January 15th 1862
moon, clear, warm, pleasant. Army in
camp employed in training up the R.R. track, filling up
in travel, blocking up the road by filling trees,
pulling them up & so

Sunday January 16th

Came R.R. Hotel, dined at 1 P.M. depot alone,
burned by order of Gen. McPherson

Thursday January 17th

cold & cloudy, snowed off cold at night

Thursday January 18th

15

up cloudy, 1 day's ration will be cooked, surgeon
have their instruments ready. Started about 9 A.M.
track standing, went by country road, ran about
now, over the hills, across fields, to water mill,
night, very cold & dark. Staid on the hill side back of
the mill till morning, no one, a few men. Report
of their being at Home lace. The force on this
expedition was about 1200 infantry & 200 cavalry.
The object evidently was to blind the enemy to the execution
of Burnside, from the well known methods of an army.

Friday Jan'y 24/61

15 m

Started Water Mill Hill 10 a.m. Returned on the turnpike to Bell's station. Regret completely exhausted.

Saturday Feby 8th

10 m

Day very cold - Some snow. Broke Camp at 8:30 a.m. Marched to Dripping Springs.

Wednesday Feby 12

16 m

Broke Camp at 7 a.m. more clear + pleasant. Marched to Fair Grounds at Bostling Green and camped. The troops have all left here, and the place is almost entirely evacuated. Our band serenaded several houses coming down large fires in town at night.

Thursday Feby 13.

Song roll at 5 a.m. fire in town, Regmt orders into a skirmish. Much alarm in town. 02 13 bridge destroyed. Pike bridge burned. Martial law proclaimed.

Friday Feby 14th 1862. 12 m
 3 days prov cooked. orders to be ready to go
 on the cars, while loading up, the enemy
 commence shelling the town about 11. a m.
 marched across the fields & got on the Burn-
 side, tents nearly all abandoned, much Camp
 property burned. Ambulances & broken down
 waggon burned, the depot in town, RR hotel
 forage &c destroyed. March continued till
 after dark, road very wet & bad, bivouac
 on the road at Woodburn, no sleep, waggons
 not unloaded.

Saturday Feby 15th

Co's ordered to carry Bkt's & be ready to take
 the cars. to Murfreesboro (left the Company here)
 going slowly horseback

Sunday Feby 16th

Reached Nashville at 4 P.M., town in great ex-
 citement, rumors of the approach of the federals
 and that the town will be surrendered. Streets
 filled with marching troops, & with citizens
 leaving

Monday Feby 17th 1862

excitement still continues public stores being distributed, Hospitals emptied. the sick told to take care of themselves, no stores open. hotels all closing. Left town, road for five miles completely blocked up with troops and trains awaiting orders, Report of the Generals being in consultation whether to defend Nashville or not

Tuesday Feby 18th

Rejoined the command at Murfreesboro

Monday Feby 24th

6 a.m.

Broke camp at 10 a.m. marched till 1 p.m. camped near Christiana.

Friday Feby 28th

12 p.m.

Broke camp at 7 a.m. marched within 4 miles of Shelbyville.

Saturday March 1st

21

Marched thro Shelbyville, crossed Duck R. and Elk ridge of the Cumberland Mts. Camp at foot of the ridge

Tuesday March 4 1862 11 m
 clear-cold. Broke camp. Marched 1 m
 beyond Fayetteville, crossed Elk river.
 Camped on the same ground that Jackson did
 before morning, in '61. Citizens very attentive, had
 no wood-flour-forage

Wednesday March 5	12
Thursday	11 6 snowing
Friday	11 7
Saturday	11 8

Morn cold- passed through Athens, ala,
 marched within 3 m of Decatur & camped on the RR

Sunday March 9 4
 marched on the R.R. track, passed through
 town, across Tenn R. camped 1 m beyond on
 the R.R. wagons do not get over. Regret
 dispersion. Horrible heat. Heavy rain at
 night.

Monday March 10
 Wagons come on on the cars, about 4 P.M. and
 the men get off. Many of the men are
 however naked.

57
Tuesday March 11th '62

12. m

Wednesday March 12th '62

9

cool-clear. passed thru Corkland. Camped on Big Prairie. The road from Decatur to this place has been bad in the extreme, badly cut up and overflowed, requiring pioneer parties ahead all the time.

Thursday March 14th

packing up extra baggage, three days rations to be cooked. tremendous rain camp overflowed

Sat March 15

Rain in morning - cooler. Broke Camp 3 P.M. got on the cars, started at 6, night very cold. 45 in car - (stock car)

Sunday March 16

Reached Corinth at 2. 12 m, camp 1 m east of town. we are now in the 3rd division of the Army of the Mississippi, com by Gen H. B. Carr under Gen Beauregard.

Gen Polk comand the forces, Gen H. B. Carr comand the Army of the Miss. Gen Van Dorn comand the Army of the west

Saturday March 22nd 1863. 4-10
move Camp 1/2 m. west across the R.R.

Tuesday March 25.

Brigade under Arms. Hounds of the Cavalry
drummed out, the band playing Yankee Doodle
Regimental March.

Wednesday March 26.

another man drummed through Camp for
stealing. Orders to cook up 3 day's ration,
march at dark, transferred to 1/2 m. west
about 12 m., bivouac until day

Thursday March 27.

7 a.m. a.m. a.m. a.m. a.m.
4000 and 1/2 m. on 1/2 m. about 1/2 m.

Fri. March 28

11 to 12 m. in camp about 1/2 m.

the first 1/2 m. marched more rapidly
than the rear, and the condition of the men with
no progression and relaxation in march. When
we reached the camp 1/2 m. out.

Thursday April 3rd 1862.

ordered to 5 times the ratio of men, shew in on horses, to draw ration, same in the morn. to the town for each company, for 100 men accord to the regt. C. I. Kne. with a mule, started about 7 - Sund. morn, force accompanying, 1 mule, we went across the R. R., and on the Purdy road till 9 - P.M. went about 15 m. Night rainy.

Friday April 4

Rain before day started about 7 A.M. left in front. day clear and exceptful, hot, road not so good, passed many Penn Regt. on the road, ready to move, loaded up guns. went till about 3 P.M. and halted to rest. very heavy showers of rains and hail. heavy firing heard near us. Ordered across the road to support Schenck battery. double gunned over the hill, and three times for a mile. orders and address from Gen Johnson to the army, read.

Saturday April 5th 1863

Morning rainy, up from 12 m. day cool & clear, started at daylight, returned to the road, and went to within about four miles of the Tennessee river. Hushed scene of yesterday's fighting, marched, and counter-marched across the hills at common time, and double quick for an hour, at last formed into line of battle in a hollow, the artillery above us, on the crest of the hill, the other infantry behind that, concealed behind the hill. Gen Bragg, Johnson & Beauregard, passed along the line, skirmishing, constantly going on in our front and on our left. At night, our Regiment, and a picket guard, federal drums distinctly heard, shot from our and their pickets, the calls of their guard heard. Night very cold, and the men worn out with hunger, fatigue & watching up

where I stand on Federal ground & do not think I was more than twenty or thirty feet distant from the Federal out post and have no doubt they were equally aware of our proximity

Sunday April 5th 1862

Heavy firing heard on our left, formed into line of battle, and then moved back to our position in the first line of battle, Gen Hardie chief of divisions. At once, ordered to advance, and passing our line of skirmishers, pushed on, the enemy skirmisher falling back, passing thro the wood, across a small branch, and a fence - we were in front of the enemy first line, distant about two hundred yards from us, who greeted us with a hail storm of bullets, laying down the slope of the hill protected us from their fire, till ordered to advance, when we charged, with a shout and a will that made the enemy fall back. our loss here was heavy, and we stood here some time firing at each other, until our batteries came up and forced them out of service, we then moved forward again through the wood, and cropping a small clearing when we came in sight of the enemy camp, animated by the sight we charged up the ascent and through the line of tents, and into the wood beyond. A little behind this was an open field, the Federal drill ground, about two hundred yards wide, on the opposite side, the

enemy were concealed in the woods. Across this open space our regiment charged, the other regiments falling by the flank through the woods on each side, here we suffered our heaviest loss, one man being killed, and eight wounded in our company, we however broke the enemy's line, here though the fire came hot and heavy the balls, were flying thick & fast. While the cannon having our range, done much execution, here Gen Hindman having a ^{few} killed & being slightly, it falling upon him. Col Shaver was placed in command of the ^{division} ~~regiment~~ Col Hawthorne of the brigade, and Major Cameron of the regiment. Being completely worn out, our regiment was now ordered to the rear to rest. The fighting continued however until night when the army was drawn to the river bank, and we were in possession of the battle field.

Gen L. C. Anderson killed by a shell. The men nearly all obtained good gas on the field, losing the old one in its place.

Monday April 7th 1862.

Our brigade to day was in the second line of battle, formed in front of the encampment, while here up to about 10 o'clock an artillery movement was on, the grape + rifle shots coming close to where we were lying. Then ordered to advance we copied the scene of yesterday's exertions, and halted directly in rear of the 1st line, now close to the river, the gunboat batteries, and infantry were all playing on our ranks. Soon part of the front line gave way, when our regiment was ordered up to fill the gap, but after holding it for a few minutes, broke, and despite all efforts could not be again rallied, but left the field entirely.

Leaving the camp, the road was filled up with stragglers from the battle field. Wounded men lying on a waggon, the field hospital was being evacuated, and the wounded as they arrived were compelled to proceed still farther on, some being carried six miles. The road was deep in mud, and many waggons had to be left. At night we had a heavy rain, which must have passed most of the day, now we were to move on.

Wednesday April 23rd 1862

First company of the Regt. detailed to day on fatigue, went within two miles of Corinth on the R.R. went into the field near the R.R. where extensive rifle pits were being dug on which we worked till 12 m when we were relieved by the other Cos of the Regt. The works are breastworks made to protect each other by Caissons. The pit dug, seven feet wide, with an embankment on the outside and about 3 feet from the ditch, the intention being for the men to load their guns in the ditch, and then crawling up the bank fire over. A party with axes were also detailed to cut down the small trees and saplings in the opposite woods so that cavalry or artillery can enter them.

Thursday April 24th

On the same fatigue. Finishing and angle where three cannon are to be placed. The men fatigued but little expectation of having to fight as the place in all looks too formidable for us to believe that the Rebels will venture to attack.

Wednesday April 30 1862
 Recceille was beat about 1 P.M., and
 the evacuation ordered to be effected.
 At 3 P.M. tents were struck, and the
 Regiment marched to the new Camp ground
 on the Mobile & Ohio R.R., about 1 mi
 from Cosintle, near the small water tank.
 The road excessively bad. The cars on out
 side of the intrenchment have all been
 moved in, farther on still at work
 throwing up works.

Saturday May 1st 1862

3:30 P.M. Regiment marched with it on to
 the trenches, work by detail, digging galleries
 about sun set heavy firing heard to the west
 ordered to Bivouac near the trenches

Sunday May 2nd

Went into the trenches at sunrise. Price
 and Dow & Slader passed in front of our
 line. At 1 P.M. ordered on Pickets, went
 about two miles out near to Banning, no
 enemy picket reported within eight of
 ours. night cold. Heavy rain

Thursday May 8

~~Monday May 5 1862~~

Received about 10 A.M. by ~~our~~ Regt
and returned to Camp. River overflown
in places waist deep in water. Two Companies
of Gants 12" Art are attached to our Regt, the
balance of their command having been taken
prisoners at Island 10. Reorganization of
Company's under the Conscription act commenced
before elections are completed firing is heard on
our left on the Farmington road, move out
to the trenches. At dark ours and Cleburnes
brigade moves out on the Mobile & O RR
about two miles to keep up as is reported the
communication with Price & Van Dorn who are
said to be attempting to surround the enemy's ad-
vance guard. Signal guns fired front & rear, at
10 P.M. return to our trenches and lay down with
orders to be ready to march at 3 A.M. with
two days rations. Night very cold.

Monday May 5. Returned to Camp
at 3 P.M. River overflown

Tuesday May 6th in Camp

Wednesday May 7. Started at 3 A.M.
at 8 move out to the trenches. The rebels
are gone & on picket on the R.R. with
very cold.

Friday May 9th

5. a.m. returned to camp. 11 a.m. moved out on the R.R. a heavy force having preceded us skirmishing ahead to our left. moved out into the wood on our left, reached the Hammett road, found line of battle in the wood, left of town, threw out skirmishers in front of brigade to protect our rear, and then moved back the enemy having been completely driven back with the loss of their camp and one battery of 12 artilleries their number unknown, we had only four Regts engaged. returned to camp after dark. the day out.

Saturday May 10th

Reck to the timber for timber
your house.

Sunday May 11th

Another day of drizzling to day
to rain all day. the morning and
this afternoon were very hot
the heat of the sun apparently
all day in the shade of 75° & the
wind on the trees were
at about 50°

Wednesday May 14th 1862
 At 11 P.M. to the branch at the
 R.R. on guard-duty for twenty-four
 hours

Thursday May 15

At 5 P.M. Priester was on guard-duty
 acting Chaplain. I saw him and the Rev. T.
 went through the loading & firing in the
 branch. He'd be much affected.

Friday May 16th

Day of fasting & prayer after the battle. I
 saw at 5 P.M. march to the branch
 when the whole division was assembled
 and heard a sermon from Dr. C. C. C.
 then returned from return to camp.
 News of mother becoming a widow and
 in our camp many have died on account
 of the heat or to well in camp and at
 the branch.

Saturday May 7/32

At 5 P.M. the Regt marched to the trenches to review five companies, including C & were placed on Picket on the right of the R.R.

Sunday May 8

Waking on our left before day, skirmish heard all day, heavy toward night. relieved at dark - returned to camp. Long roll beat about 3 a.m. Some musquetry beyond front line of battle, started away & the long roll again, no further alarm.

Tuesday May 10

Rain before day. To the trench on the right, working to widen the embankment returned at noon with orders to cook three day ration. At night had orders to move at once with three day ration but this was countermanded before we left camp. very heavy rain at night

Wednesday May 21st 1862
clear & pleasant. Left camp at
3 P.M. taking with us blankets, and three
days cooked rations, and two days ration
taken along in the wagons. Marched over to
the trenches where we joined the balance of
Hardee's division. And started about 4 P.M.
passing through the trenches of the advance
line, and marched about ten miles beyond
when we lay on our arms till about 2 A.M.

Thursday May 22^d 1862 When we marched
on more rapidly, at first nearly due South when
crossing the M & O R.R. we marched East & S-E
until about 8 A.M. we passed Rust's brigade
also Price's & Van Dorn's commands. After marching
in all about ten miles we were halted in an old
field, and while we sheltered ourselves from the
sun, the advance - again passed us going ahead
as we were looking for our own orders to proceed.
The generals with their escort came back fol-
lowed by cannon, and the infantry that had
just passed on. Something had evidently turned
up to prevent the consummation of a well
designed plan to get in the rear of the enemy's
advance guard at Farmington, and we learned
that the enemy had taken the alarm, and

fallen back to several miles creek near Monterey. we marched back very slowly, halting every few moments, and reached Camp about 10 p.m. thoroughly tired out.

Friday May 23

Over to the trenches, at work strengthening them, laid till 4 P.M. Heavy thunder storm wind & rain

Saturday May 24

at 3 P.M. Went on Picket, as we reached the R.R. heavy cannonading was heard on our left front. one ball passed over the works inside of lines. afterwards learned that the enemy were at our picket stand of May 14. Musquetry heard all night, as well as the drums & band in the enemy Camp. night very cold.

Sunday May 25

shot occasionally heard in front. relieved at 3 P.M. returned to Camp, orders about restricting baggage & number of boats.

Monday May 26th 62.

Heavy firing about 3 P.M. went to the trenches, were ordered to the front on our left beyond the R.R. about 1 m. Returned at 10 P.M.

Tuesday 27

Rest to the trenches finishing a bastion for cannon, very hot, working till 3 P.M. orders to cook up 4 days rations & be ready to move by 4 A.M. firing heard during the night.

Wednesday 28.

extra baggage burned, wagons loaded. orders follow orders, each countermanded, at 12 m. repair to our trenches, Heavy firing close in our front, wagon train all passing southward day hot in the extreme Slept at the trenches.

Thursday 29th

day very hot, quiet, at the trenches and under the shade in the rear, alternately till 12 m. were beyond the trenches to the left into the field, the whole brigade out, 2^d Ark on picket in our front, the enemy throwing shells to our right, threw some over us, inside our

trenches. At dark the siege guns at the trenches were taken down & put on cars, at 10 p.m. our Regt (the last out) marched back in silence to the trenches, the pickets fell back one by one and joined us, and at 12 m we moved through the trenches, southward, passing thro Van Dorn camp, where large numbers of sick & great quantities of provisions were left, the last to be burned. We marched on rapidly till

6 a.m. on

Friday May 30 when we halted at Denville, heavy firing in front to our left. rested here till 9 A.M. the army passing us when we again brought up the rear. near here was a creek bottom, with a wood bridge over the creek, an earth work for two pieces had been built here, and trees half cut through ready to fell across the road in case our retreat was molested. Cleburne's brigade was left here for the purpose. passed thro Rienzi and halted till sunset to rest. moved on at sunset and went some five miles farther to camp for the night. Reports were ripe in the country of an enemy in our front, of their having taken & burned a large number of our wagons & also two trains

Saturday May 21st 1862
 Revielle about 4 a.m. Started about
 6 a.m. moved on with frequent halts until
 12 m when we rested in the woods, day
 very hot, & the men completely exhausted
 Started again about 3 p.m. passed thro
 Cardoville & Baldwin, and at night joined
 our wagons & camped.

The evacuation by an army of at least 70,000
 men, encumbered with wagons, baggage, & many
 sick of a place, within less than a mile & half
 of a vigilant enemy, was an entire success. We
 lost no baggage & no men in effecting, and the
 entire army after moving out by three different
 roads effected its junction at Baldwin in safety
 on Thursday night. our band went thro the different
 camps beating drums & building up fires. the
 locomotive ran up & down the road as usual &
 at dusk the stragglers cheered the arrival of a
 train as if troops had just arrived. On Friday
 a party of the enemy's cavalry made its appearance
 on the R.R., tore up the track, seized & burned two
 trains at Booneville & retired. The firing on the
 same day is supposed to have been loaded shells
 bursting in the burning cars. No wagons were
 lost. distance travelled about 150 m.

Monday June 25 1862
long roll beat at 1 Pm Regt ordered
out and proceeded about 3 miles to a
bridge across Tuscarawas river on the
Booneville road. Late in the day a section
of artillery came down. Heavy rains before
night wetting us through. at 6 Pm were
relieved and returned to camp. The alarm
is supposed to have originated from a small
body of federal cavalry scouting on the
outskirts of our army, and also from the
enemy's advance being at Danville. On
reaching Danville two engineers were captured
and a body of regular cavalry leading the army
was cut up by a masked battery of ten pieces that
opened upon them at short range & were double
shot. Our artillery was then withdrawn and
the bridge burned. The enemy were heard cutting
timber during the night to rebuild with, but the
wet road must impede their advance con-
siderably.

Tuesday June 3rd 1862

In the evening, the division formed line of battle & men reviewed by Gen Hardee

Thursday June 5th

At 10 A m tents were struck and the wagons loaded up. The sick had been previously sent down by cars. Those unable to march with their companies ordered to accompany the wagons. The Regiment remained in bivouac on the ground. two wagons with cooking utensils being left. 19 men in the company. At 3 p.m. the Brigade marched to town, formed line of battle, counter-marched & returned.

Saturday June 7th

At 3 P.m. loaded wagons marched on the Fulton road about 7 m. Had very cooling showers on us. day very hot & road dusty and hilly. Halted at sundown.

Sunday June 8

Re-veille at 3 a.m. start at 4:30 marched very slow, frequent halts. Road not so hilly or dusty, more in the bottom. Halted at 11 a.m. till about 5 P.m. Struck through the woods.

to the RR and marched on the track to Tulape where we camped. March about 12 m.

Monday June 9th 1862

Moved Camp about 2 m on to higher ground. Water very scarce.

Tuesday 10th

Cleaning up Camp. Evening deep parade order for drills, digging wells, and building bake ovens.

Thursday 12th

Rode over to Van Dorn's command, found many of the brigades without tents, having brush arbors for shelters, the country for six miles around Tulapea along the roads, in the woods, on the hills, is all one vast camp ground. Water & forage very scarce. Wells are being dug in all the different regiments to supply them with water, they are rarely more than thirty feet deep, water very good. Baked ovens for baking bread are also built.

Tuesday, July 1st 1862

Having settled all business, obtained passport and bid the boys good bye I was prepared for an early start, and so after an early and slight breakfast I saddled my horse and left the camp ground, and the regiment & company whose tools I had so long shared. Striking out through the brush back of camp I endeavored to find the road to New Albany, and succeeded but unfortunately took the wrong end of it and found myself in the Pontotoc road near Tupelo, making the best of the mishap I determined to proceed via Pontotoc, although as I afterwards found the longest road. A ride of a few miles passed me through Withers brigade, and I was on the road free, out of the Army lines and with nothing to remind me of war save the convalescent soldiers I would meet returning to camp. The country soon began to wear a cheerful bright appearance, the corn was nearly ripe & the country seemed one field of waving grain. At 10 it commenced raining heavily, and I stopped at a deserted

house for shelter, allowing my horse to graze. Passed around Pontotoc, but made no stay in it, went on to Mr. Ball's. 4 m beyond and stopped, my horse being completely faded out. The roads have been very good, rolling, but little water on them.

23

p. 1. 23

Wednesday, July 2^d

Started after breakfast, morning cool and cloudy, road good. Report of a fight at Holly Springs and of the feds being there. Reached New Albany at 11 A. M. rested till 2 pm, went on to within 1 m of Hickory flat and stopped for the night. Road hilly and more sparsely settled.

30

Thursday, July 3rd

Say clear and warm, heard on the road that the feds had left Holly Springs. Stopped at the toll gate for dinner. Started at 2 pm after crossing the R. R., learned that a runaway negro had stolen a white child living near by, neighbors in pursuit, informed that the fed. had been in town but just left. rode on, on the edge of town saw Sol Rhine. informed me

that the federal pickets were still in town,
rode on the Chulahoma road to Alexander's.
thought I looked suspicious. rode on to McKenney's
a very hospitable reception. 23

Friday July 4/62.
morn cool. clear, start early. stopped
by pickets, stopped again by patrol.
reached Chulahoma at 9:30, a.m., a
very small place, some seminaries here.
rested till 2 P.M. went to Iris, seven
miles, and to Mr. Martin's 3 m., and
stopped for the night. Road is on a
ridge between Tallahatchie branches, and is
very dry. 24

Saturday, July 5/62
Start before breakfast, day warm, passed
through Luxahoma, road good with
some large plantations along. Reached
Senatobia at 9 a.m. stopped till 2:30 P.M.
Jeff Thompson here. also some partisans.
Companies, training from Grenada and this
far. evening warm, road good. stopped
at a Mr. Lipocomb. 25

Sunday July 6th 62

Started late, took road to Hatsuwa bridge on Cold water, road fair & shady, being in the bottoms most all the way after crossing Cold water, struck the Mississippi bottom. Crooked Bear's Den bayou by swimming our horses. Reached the river as a transport passed down. Went on to the landing & after waiting some time was creped on a flat bottomed boat by hand reaching Helena after dark. Stopped at the Commercial. Many Missouri officers here 26

Monday July 7th

late start, road open & very dusty, reached Trenton at 1 P.M. found the town deserted nearly, soldiers all gone. Rested till 2 p.m. and rode 8 m and stopped 28

Tuesday July 8.

Started at daylight, rode 4 m & stopped for breakfast. rode on 18 m & reached. road good, partly prairie, water scarce, day very hot. Started at 2 P.M. rode a couple miles & met with stragglers who reported the road ahead in possession

of the federals, and that our troops
had all recrossed White river.
Returned 8 m to Moro, and went two
miles on the Clarendon road and stopped
at Weatherfords. 34

Wednesday July 9th 62

Started early, took a wrong trail, lost a
couple of miles, rode to Chapman 8 m
took neighborhood road through the woods
to Parkers mills 8 m, could get no one
to guide me into the river, went 5 m on
the Hampden road to Myatt, informed me
that Clarendon was clear of feds and that
Curtis was coming down, hurried back, but
too late, for Curtis entered town as I came
in sight, rode back three miles on the
Helena road to McCrites and stopped. Was
met with much suspicion, all imagining
me to be a fed. 35

Thursday July 10 1863

Changed my shirt, threw away my cap & got an old hat of Mrs. M. Critter. Rode with Mr. M. C. to neighbors, feds had just been there, returned, and concluded to wait till evening, tied my horse & myself in the corn field, and remained till about 3 p.m. Mrs. M. C. sending me provisions. The feds foraged all around the neighborhood, took corn, meat, & wagon from M. C. at 3 p.m. rode with him to a neighbors house learned that his son was a prisoner, concluded to go towards Devil's Bluff, started & went to Wyatt and took supper, at 8 p.m. rode with him to a neighbors, heard of feds being in the neighborhood. Started on the road to Moro, travelled till after midnight, tied my horse to a tree, laid down & slept till near day break. 20

Friday July 11th

Started before day, rode to Weatherford for breakfast, rode on the Cotton Plant road till I heard that there was a federal picket on this side of Cotton Plant. Started for Taylors creek with the intention of going com-

pletely outside of the line the federals were moving in, Road but little travelled, and hard to find, very lonely, hardly any settlements on it. At 2 P.M. reached Dr. Beard's and stopped for dinner, and afterwards concluded to stop till morning when scouts would return and report the condition of the roads.

Saturday July 12th 18

After break rode over to Martin's 1 1/2 m. and waited till dinner time for Martin to return from Cotton Plant, as he did not return, started and travelled till 6 P.M. and stopped for the night. Road good crossing Big Creek, but poorly settled. Stopped at a millers.

Sunday July 13

Start after Bkfst, about 3 m. crossed the military road taking a road to Lumpkin bend on Cache River, road good but poorly settled, crossed Cache river at Bayou de Vies, rolled out on with in 4 m. of Cache & reached till 2 P.M. Roaded Cache where the upper bridge had been. Stream full of fallen trees to obstruct

the fords, succeeded in taking the wrong road, and put up at the Widow Rodgers within 4 m of Augusta 34 m

Monday July 14th 1862 37
 Started late, reached Augusta, but had to ride on to Hatches ferry. 4 m to cross White river, road good, ascending the river a couple of miles, crossed Little Red river where Curtis had crossed, remains of his bridge only left, passed through very extensive old camp, and reached Seacry at 3 P.M.

Tuesday to Adams 35 m
 Wednesday to Little Rock 21

428 miles

Bellaire Ohio May 1875. desiring that my children may know something of these events from an actor in them, and also desiring to preserve my memory of places and time that can never be seen again as here recorded, I transcribe from my other journals into this book.

Little Rock March 2^d 1861

I left home 1860 for this place, going through Washington D.C., Richmond to Norfolk & Portsmouth in an unsuccessful effort to collect for the paper,

I left Norfolk on the cars for Lynchburg on and arrived in Memphis on and took passage on the steamboat Republic for Napoleon, where I arrived and the same night met Lewis, and together we went on board Steam boat Kanawha Valley, for White River, Lewis leaving the boat at Clarendon and there taking stage for Little Rock while I went on to Des-Arc. After remaining there a couple of days, I returned to Napoleon, shipped the goods on board the D.B. - Medora for Des-Arc accompanying them myself. Landing there Saturday morning I immediately got 3 wagons and by dinner time had them loaded. The wagons left to on a little before sundown and I went with them to the camp with the intent to journey with them to d Rock. and camped on the ground by the wagons.

Not feeling very well, I ate nothing, but wrapping myself in my shawl, I lay down by the camp fire and tried to sleep. A slight rain during the night, by its chillness kept me awake and at morning I found myself too ill to travel. Obtaining a horse & buggy at the nearest house, I returned to the inn at Des Arc - where I lay for 4 days with a bilious fever. When able to move about I hired a horse & buggy to convey me to Little Rock.

From my arrival there until the 9th day of January 1861 I suffered from the debility of my system and the effects of the medicine I had taken. Suffering from a frequent recurrence of chills & fever, just able to light a fire in the morning and then set by the red hot stove shaking with cold. At night kept awake by heavy sweat that would leave me still more exhausted than when I had laid down to effect a cure.

On Wednesday morning while suffering from a severe chill, we crossed ~~the~~ the Arkansas river, the morning was cloudy and blustering, the wind blowing cold from the North the direction in which we were going following the river up until we came to the Searcy County line road which we took. After being on the road a few hours, the chill left me, and I felt more mental and physical quiet than I had for months. We travelled on steadily making but few stops, and going on without dinner until near night when we stopped 18 miles from L. R at Griffiths. The road has gradually become very hilly and rocky while the land was barren, settle ment along it very sparse and not of the best character. At Griffiths we found very comfortably, altho the building consist of but two rooms, one for cooking and eating, the other for sleeping, where all the family as well as the strangers

slept in peace. But few negroes were to be seen along, and the work is all done by the family.

Jan'y 10th. Morning more pleasant, or my invigorated frame less sensible to the cold. The country we passed to day is very rocky & barren, and the settlements as poor, we crossed the Cadron, at present a bold running mountain stream, clear and cold as ice, it runs dry in the summer time. It empties into the Arkansas where the Fort Smith road crosses there is a ferry, but here, so near its source, we forded it, though the depth was considerable. We were off our road several times, and near night, left it, taking that to Muddy Bayou, which we crossed, it being a very inconsiderable stream and stopped for the night at Mayberrys a family composed of five full grown young ladies, all very masculine, and as many half grown ~~young~~ boys. We fared very badly, the dirt preventing us from eating what there was on the

table, or enjoying our slumbers at night.

11th Clear and pleasant, road hilly, the land and settlements much better. Through the hills to Gainers store, and thence to Corans a very good stopping place. We passed many new settlements to day, and many old ones being improved. More negroes also to be seen, nearly every family owning one. Our fare for all that is no better, the richest farmer setting the same table as the poorer, with the exception that it may be neater furnished, and possibly some cleaner. Corn bread, Sausage, or Spare rib, or fried bacon, with coffee make the meals for all day, and for each day. Milk is not to be had. but the pure cold water, contracts so, with that I had at the Rock, that I am content with no other beverage but drink it constantly whether thirsty or not.

12th. Cooler, but pleasant, road very hilly, and rocky, crossed fork of the Cadron, and went on to Red River, crossed on the ferry, after an ineffectual attempt to find a boat on this side. The river is a fine bold stream, about 100 yards wide, very low at present, as our boat grounded on the rocks in crossing. Went on to Widow Kendall's, and stopped, the night setting in cold and rainy. Sales have been heretofore so poor, not paying expenses, I determined to return, but to night, making some sales, I concluded to keep on. Not being in good health, not understanding the business, I of course could not succeed, now I know where my error is, and by energy I think I can yet make it pay to stay out longer.

13th Sunday, raining all day. Did not travel, remained in the house most of the day, reading.

14th Still raining. Sales however much better. In the same neighbourhood, most all day. very unpleasant travelling, road pretty level, but very badly cut up. At Lannings at night, on the Richwoods Road. A miserable stopping place of one room, when fifteen persons sleep and eat, where all the washing and cooking is performed. This section (Van Buren Co) is settling up very fast. New houses being almost continually in sight. The land is good.

15th Heavy rains. travelling however, although very unpleasant. Sales, much better. Crossed the middle fork of Red river, a bold stream, banks very rocky and hilly, now much swollen by rain. Settlements much better and land much better than any I have seen on the road yet crossed South fork of Red river, also much swollen by the rain. Stopped at Callunes, the best stopping place on the road. Night very blistery and many trees blown down. Much cotton is raised though here.

16th Morning very clear and pleasant, went on the road up the river, very hilly, turned off the bottom road at Bradfords, and crossed a very long and steep mountain, into the middle settlement. Several farms are being opened on the mountain and in fact all along the upland have been more cultivated than the bottoms, land good in the bottom, and much corn & cotton is raised. The upland very thin. Settlement not so good and sales poorer. This settlement is on the Devil's fork, Red river, at Hulkins at night, a miserable place.

17th Returned on the road, and stopped at the School house. Where the new preacher was to hold forth, built a big fire near by, and displayed goods on the trunk of a fallen tree. The attendance was tolerable, but I made no sales. Weather very cold, and about noon suddenly clouded up. Loaded the wagon & tried to cross the river, but it was not fordable returned back over the mountains in a heavy storm of rain & hail, took a very rough and dangerous road. Stopped at Simpkins,

18th Morning clear and very cool roads beaten quite hard by the rain went on to Culloms, crossed the fields there down to the rivers bank. (Devil's Fork). After waiting and shouting nearly three hours, the ferry man crossed us. Made some sales and went on to Widow Kendall's where we stopped for the night. The rains have made all the streams very high, and none are fordable. We have travelled the last few days in a circle, the river here making a bend, that brings us nearly back to our starting point. The settlements in it are certain to thrive, and be rich. What cotton they raise is frequently taken out from here on flat boat into White River.

19th clear but much cooler, to the store at Croes roadsville, a new attempt at a town. Preaching here to day displayed my goods but made no sales. In the afternoon went out into the neighborhood and done better. Took a short cut through the woods and got lost. To Calvin Kendall's at night. a very good place. He owns a good many negroes, and I made some good sales.

20th Spent all day in the house. The family all went to preaching. Mrs Kendall first sending us in a bowl of apples. Walked round the farm & discussed Bible topics and Masonry with Mr. K.

21st Clear but cool, made some good sales crossed Red river and took the road to Goff's Cove, a good settlement in a bend of the river opposite Kendall's place. not very rich and poor sales. travelled rapidly on, and reached Willits late at night, a miserable stopping place on the edge of the settlement. And only two miles from Sulphur Springs. Being under a very heavy expense I had to deprive myself of the pleasure of visiting them. These springs are considerably resorted to, although there are as yet but poor accommodations for visitors. (Van Buren County).

22^d A very pleasant day, but cool. travelled to day through settlements. Many being fifteen or twenty years old, but not showing much wealth. The houses were numerous, but our sales were light, leaving the settlements we crossed a high sheep mountain but the road becoming too bad, we turned back on to the Little Rock road and went to Dr. Johnson. an excellent place.

23rd a cloudy- cool- wet- day. Left the main road and went into some settlements among the hills, no success. The people poor, houses miserable. Land not very rich. Crossed a fork of the Cadron. at Buck Snort Martin at night. Weather very cold & blustery. Conway County.

24th. Ground covered with a light dry snow, morning very cold. Neil very ill with the chills, and unable to travel.

25th Still colder. Took the direct road, crossed the Cadron & its forks three times. This is a beautiful bold running stream at all points where I crossed. And many good places along it. Winding through the hills, it has much good bottom land. In some places it has a precipitous bank of rock, showing where it has worn its way. To Hardins on the Cadron. Country uninteresting. Save that the snow on the hill sides, and in the woods, give it a wilder aspect.

26. A. very cold morning. Crossed
Muddy River. The bottom is very bad, the
being badly cut up, and the holes filled
with water - frozen over. Neil had another
chill compelling me to stop at Barkers.
The weather moderates at night, the
ground thawing and ice melting.

27th. Reached Little Rock at 3 P. M.
much better in health, thank God, but
worse for wear.

~~February~~

In travelling through this section I had
frequent conversation with the settlers
about the dangers of the political sky,
and found a general incredulity as to
any danger of a collision, and disbelief
in the possibility of one.

February 5th 1861.

To day, re-inforcements being ex-
pected ~~will~~ to arrive for the arsenal-
by order of Governor Rector- three
cannon were taken to the river bank, to
prevent a landing. The report however
proved false, and but little excitement
was manifested in town, and the
affair generally laughed at.

February 5th To day several companies
from the eastern Counties, arrived. Some
of them uniformed, and all armed. They
avow an intention to seize the U.S.-
Arsenal here. The excitement in
town is very great, the majority
being averse to any attempt of the
kind.

February 6th More of the country
Militia arrive to day, all from the Eastward.
Some without Arms. Some mounted. Their
assembling is disavowed by the Governor.
The excitement in town is increasing.
A Meeting of the Citizens held, and the
governor requested either to dis-
miss the Militia or demand in the
name of the state, possession of

the arsenal. The governor in writing demands the delivery of the arsenal. Capt Totten, asks till 3 P.M., to morrow for deliberation and consulting with the government. A very ^{un}friendly feeling exists between the strangers and the citizens, instigated mostly by a few hot heads, stigmatising the citizens as abolitionists. Rumour make governor Rector the originator of the movement.

7th All persons, able to bear arms ordered out by the governor. Went out with Company B. Marched around town, the citizens generally appearing in the ranks. Day very hot and dusty. Capt Totten agrees to evacuate in three days. More companies arriving in the city, ordered out by the governor but many of them inimical to the object.

8th On parade, standing in the streets most of the time. After noon marched to the Arsenal, which has been surrendered much to the relief of the citizens. Capt Totten having threatened to blow it up before delivering it to an irresponsible mob. Marching and Counter marching

February 9th 1861 handed in my name
to Capitol Guard. - Capt. Peay.

11th On parade with the Capitol
Guard, escorting Capt. Totten from
town to his Camp seven miles below
on the river, where he waits for boat.
Marched part of the way, and then
rode in vehicles provided. Stopped
at some of the houses on the road, where
we were invited to refreshments. Beside
the guards, there was the Cavalry, and many
ladies in carriages. Arrived at the
Camp, Capt. Totten made a farewell
speech, and was addressed by Judge
Watkins-Gibson and others. The
ladies presented Capt. Totten with a
wreath. Refreshments were set out,
and a good time generally.

Feb 22nd On parade with Pulaski
Cavalry, and the college boys.
fired several volleys, marched
through the streets to the slate quarry,
target firing. Capt Peay, invited the
company to Egg Nogg, & lunch at his
house. On returning to Armory, Gen.
Ashley sent liquors around to us.

March 4th 1861. The convention [called by the Governor to decide on the course of action in the present crisis] met at the State house and organized. The town has been full of delegates for some days, and I have become acquainted with many in the store. I believe the Union men are in the majority.

March 5th Went to the State house, the business of the convention makes slow progress. The secessionists being too impetuous, the Union men too slow. The papers in this town (2) are divided the same. The True Democrat is satisfied with nothing but immediate secession, the Gazette obstinate in its Union proclivities. There is no debating, arbitrary dictation on the one side, obstinate resistance from the other. The secessionists are by far the most talented men, while the Union counties are represented by merchants & farmers. Good solid creditable thinkers.

March 20th 1861. An informal Committee of Conference representing both sides of the convention, having proposed it - the convention to day, has ordered an election by the people to be held on the 3rd of August on the question of immediate secession or co-operation with the border states. Delegates are also to be sent to the Frankfort by convention composed of delegates from the border states.

21st The convention having ordered the governor to dismiss the company (the Phillip Guards) that has been in charge of the Arsenal. The Capitol Guards turned out to escort them to the boat. Marched to the arsenal but they had already left. Went to the boat, and saluted them as they left. The convention has ordered that the arsenal remain in charge of the state until a settlement of the present difficulties.

April 16th 1861. News received here of Lincoln's proclamation, intense war feeling. The union ~~settlement~~ ^{sentiment} so largely predominating swept away, and secession called for from all sides.

April 17th Secession flag hoisted on the State House.

18th Secession flag hoisted on a staff at the landing and 15 guns fired. Services of the company offered to the Governor.

Meeting of Citizens. The president of the Convention requested to convene the same, favored secession. Committee of ten to examine boats ascending the river and search for arms.

20th Companies forming to take Fort Smith, great excitement, all the volunteers ordered there. Unsatisfactory news from Baltimore.

Refer to beginning of book for the Fort Smith expedition and succeeding events.

On May 1853 I was living in Paris, Lamar County Texas, when Henry Blaine made up a cattle train for California. Tired of the monotony of life in a small Texas town, I at once signified my intention of going with it. The novelty of the trip, the desire to see the country, and love of change all induced me to the step. The gathering of the train furnished excitement to a dozen countries. We started with 1100 head of cattle, some thirty men, fifty or sixty horses, twenty odd wagons drawn by oxen. We were supplied with Colt's Navy Revolvers, & Yager rifles, that were yet called Mississippi rifles from the record the troops of that state made with them in the Mexican war. We had abundance of bacon, bacon, flour, sugar, salt, medicine, one half barrel of whisky. The men were generally of the roughest class, none ever a plan except a few of those in charge of the train. The whole was under the charge of

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Capt. Jno Robbins, assisted by John West. Selijman Rhine accompanied us. Of all who composed the train I now at this time (1878) only remember the names of - Abe Wagley, Geo & Ben Cooper, Jno & Geo Humphreys, - Richardson - Tisdale - Edmundson. Glass Stanley (Marion) Sargeant. Blackburn - Cross. colored boys Wash and Babe Wm Patton. (good Rep.) Winters. Henry Washington. (murderer from and) Fitzgerald. Wm Asp. Ferguson.

I left Paris in May and went to Clarksville, with some bad horses for the train, which was then slowly gathering together on Blossom prairie and after seeing the whole fairly started, I went on ahead to Paris, to finish up some other preparations.

The train finally overcame the muddy roads, the tendency of the oxen and cattle to scatter homewards, finally passed Paris, and had reached the neighborhood of Honey Grove, when I went out to join it. The sight was an animating one, the bright sun like prairie covered with the moving, restless herd, the men galloping to & fro, the long string of white top wagons, and a good breeze swaying the grass, all was life & motion. We soon got the cattle divided out into three droves, the spare horses in the advance, and the wagons strung along in the rear. The journey and my camp life had now fairly commenced, and my first night out was a fair sample of the blending of romance and reality the trip was to develop. I lay down that night somewhat sore-tired and yet hungry, I was up and in the saddle again in the early morning, for a fierce driving wind & rain, threatened our beats, and put the cattle in motion in every direction. It was

and work riding through the wind
and rain over the water soaked ⁷⁹ prairie, driving up unruly oxen and
cows, but this was the work I had put
my hand to and so had to be done. The
breakfast of bacon & corn bread and
black Coffee tasted good however,
and as soon as the sun dried us
off somewhat we were under way
again. Our chief delays in starting
in the morning would be caused by
the absence of the oxen. These useful
animals instead of spending the
night in eating & resting, would
many times take a notion to travel
homeward as fast as they could. And
so every morning almost there would
be an annoying delay to hunt up
the stragglers. After crossing the Elm
Hollow of the Trinity this trouble ended in
a measure. My first business after
breakfast, and after all was ready
for a start, was to circle over the
now deserted camp ground for
forgotten things, and many a lariat
stole pin - cooking pot & scuttle would
have to be carried on to the train. While
often there would be the best pieces of
Bacon left carelessly by the fire.

On the Elm Fork of the Trinity we made our camp for several days. Here we unpacked and distributed the arms, and overhauled the wagons and outfit generally. We were now entering the country where the Comanches still ranged. From this on until we reached the Colorado at Fort Yuma it would be incumbent upon us to keep our nightly guard, and to keep close to the train during the day. The camp was a beautiful one, the clear running streams, the well wooded valley, and the expanse of prairie forming the picture. Soon after leaving this camp we came to the Cross Timbers. Riding one day in advance of the column, with nothing to bespeak any change in the line of the road, we suddenly had to rein our horses up on the crest of a precipice, which we had no indications of before, below us was the line of the Cross Timbers, the level of the land being at least fifty feet below

that we had been travelling on. We could mark the straight even line of the trees until they were lost in the far distance, seemingly as straight, and with as few stragglers as if planted by hand. far over, in the midst of the green foliage, for we could look over the tops of the trees for miles, we saw rising some 12. 15. in the blue distance. The first sight of mountains to many of our boys. It was a task of some time and labor to get the wagons down the declivity and we made a noon day halt in the shade of the timber. The trees are generally small, crooked, a species of oak, with little under-brush, and wide intervals. After passing through the upper and lower crooked timber, we after some days travel reached Fort Belknap, an irregular assemblage of frame buildings, though preparations are being made to replace them with stone structures. We have all

the counsel and assistance needed here, procured our itineraries of the road & passed on through the wide bottom of the Brazos. Reaching the river, which was some what high we had some difficulty in finding it and getting our wagons over, but this accomplished we went into camp on the West side. The river is wide with red clayey rocky shores, and the river itself very turbid. We had most excellent roads from here, on to the Clear Fork of the Brazos a wide full stream, giving us a most pleasant camping ground of good scenery, grass wood & water. From here to Elm Creek the road was good, and we made another halt on Elm Creek the last real good camp we would have for some time. fitted up a blacksmith shop. Had our horses shod. Our wagons - fires cut and fit. Here we also had a mutiny in camp, and I had some trouble with the boys. As I before stated we had some whisky in camp, and

after _____ had shot my horse, I drew him a cup full of the ardent to reward him for it. Then mounted my horse & went off around the camp. during my absence, the bands went to the tent and drew off a bucket full for themselves. Sam Rhine learning this, and fearful of the consequences, not only had the bucket full destroyed, but turning on the spigot, allowed the contents of the cask to be lost in the ground. This incensed the men, but they dared not do anything, however on my return to camp I found my tent full of the men, and on asking the reason, Stanley said they have come here to whip you. I said I hoped not, very pleasantly, as I was as yet unconscious of there being anything wrong. But soon ascertained they wanted some revenge that had for rewards made. It. night before. It seems in discussing the waste of provisions, I had said we should have treated the men as privates in the Army, distributed rations. This they took ill, but Patton coming in and ordering them off to

their duty, they after some hesitation left the tent. I have good reason to believe, that a stray shot or two was fired at me some nights of us while snaking the rounds of the guard, though it was reported to the firing at supposed wolves. Our Camp ground. Here had been in a small circular valley, the only opening in the gap was where the road came through. The hills around were well wooded, and we found specimens of fine stone clear white sand or marble leaving the Camp, the road wound up the hill sides till we found ourselves on the elevated table land called the Staked plain, the country already presented its forbidding aspect behind was grass water before us a hard naked plain, where the few bushes but added dreariness to the scene. The road was hard & good, but the only water was that found standing in the ravines. Our road took us in sight of the Double Mountains, which with

their twin peaks, formed part of our landscape for many days. Here in this part of the road our curiosity was aroused by tracks of horses & foot prints in the sand, which in a country all Indian, we naturally attributed to them. We had fair roads & good camping grounds until we reached the Big Spring where the ground was eaten bare & scarcely fire wood to be had. But water was in abundance, as the Spring is really a small river rising from the earth & flowing for a considerable distance. Our next notable stopping place was the Sand hills, masses of clear white sand, rising into hills, and containing springs of clear cold water. The road through them is very heavy in the extreme, and the camp ground closely contained many deserted wagons & parts of wagons. Here we also added to the wrecks & left some of ours behind in front here, down off the road

begins to descend, small hills gradually come in sight, and after skirting along and around them, we came to the Rio Pecos, a narrow, swift rolling muddy stream. The water very brackish, and while continually athirst, the use of the water added to it. We experienced some difficulty in making the crossing. But had good camp grounds with plenty of grass & wood. After following the river some days we turned off to the Delawar creek, a very clear, cold - swift running stream, but of Alkali water which made it still more difficult to use than that of the Pecos. And there was much rejoicing when at last we came to Independence Springs, two springs of sweet, cold - pure water, gushing from natural fountains. The lofty peak of Guadalupe, which we had first seen ninety miles before reaching - hanging like a blue - cloud upon the horizon and

which had only been recognised by its unchanged form, now rose bright & red above us, the whole mountain range was lost in mist, & clouds, but above them all could be seen the peak shining red and luminous in the morning sun, and apparently but a few miles away. Yet we had to make another camp before reaching it. We were now in the Apache country, and as if to remind us of it, we found at the small spring which was bubbling up clear & cold at the foot of the mountain, a white whitened skull. whether white man or Indian was uncertain. We made some effort to ascend the peak and did reach the mountain top only to discover that this was the base of the peak which was still distant and apparently as high as ever. We also ascended some of the smaller mossy splinters, and were, sharp & high surrounding the base of the mountain. We had also been surprised at the odd forms & shapes of the

foot hills, we passed through by, appearing Mounds of Earth with level surfaces, and ignan sides, the road wound up the Mountain side, (where was a Spring forming a little rivulet, the water was too cold to drink), and then winding around the side, descended by a very steep incline. The Scenery was magnificent as Mountain scenery can be, at least to our private fired eyes. Leaving it we had a long road to the Crow Springs a pond of standing water, but no wood. We were now in a country that bore many trace of Volcanic action, especially at our next Camp of the Monk Corundo. Many black masses of rock were scattered over the plains. The water at the Monk Corundo we found in holes in the rocks, the main supply being in a cave formed by a hollow hill the water coming in principally through a chimney hole in the very top of the rock & gathered sweet & cold in the bottom. The road still continued

hard & good to the llamas. There is
a small supply of water here and
no wood. Continuing on our day's
journey we came towards night to a
break in the Scenery, the road began
to descend, and to wind around
ravines of uncertain depth; all
was bare rock, & no signs of any
camping ground. Day light left us
while we were still following the
white desolate road. Suddenly
on a hill side to our right we
saw the light of a Camp fire, which
was suddenly extinguished. Riding
however in that direction & calling
out hallo - we were answered by
a voice in English, and after some
moments suspense, a half dozen
white figures came down the rocks
towards us. They proved to be Pueblo
Indians, and guided us to some holes
in the rocks where we watered our
horses one by one, then went off
into the open plain & half slept
half watched till morning. We
started again before day light &

skirting some low hill over a hard dry road we came in sight of the Rio Grande and descending into the bottom we were soon among the Mexican settlements, threading our way thro the numerous fields and aguadas.

1853

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At McGoffinville I had expected letters but found none, and so we had nothing to do after writing our own letters but to get accommodation and information. After spending a day here, myself Washington concluded to go out on the road to the first ranch & wait for the trains. On our road there, we met Col. C. coming in as courier with the news that the trains had been surprised while at the Waco Ranch and thirty head of horses and some three hundred head of cattle been off by the Apaches. That Wootton Captain with his men had gone after them, been ambuscaded and all killed except Richardson and Aspin. I returned to Rhine with the news and he was seriously overcome by the disaster, leaving him to make his arrangements to refit the train. I returned on the road again and met the train coming in from the Waco Ranch. We went on passed through the officiilles of

and camped at Aracito, the
scene of Doniphaus victory,
over the Chihuahuas & El Paso
chivalry in 1847. Here we staid
nearly a month, gathering in our
scattered cattle, buying
provisions and horses, and
getting into as good shape as
possible for the more arduous
trip before us. We had so far
been two months & a half on
the journey, lost nearly half of
our men by the Indians & desertion,
several hundred head of cattle,
our best horses & wagons and
arms, and some 300⁰⁰ in gold
that Patten had on his body when
he was killed.

From the time we crossed the Pecos River - 2 miles - we were daily in sight. From the top of our distant elevation they would be seen, ascending to a great height, and perpendicular, these were our warning that we were in the Indians' country.

We had before crossing the Pecos, met with some parties of Comanches, but our strength made them friendly, and they only begged us for an ox or Cow, in return for the Grass and Water which they claimed to be theirs. And now so close to the River, and to the U.S. Fort, all danger was supposed to have been passed. There is but little doubt but what the Indians had been following and watching us for a long distance, but could find no favorable opportunity. There were too many in the train, well armed, and after passing the Oak Grove of the Pecos River, the conditions of the camp grounds were not favorable

for an attack. At the Monte
Cerro de however, a terrible
storm of wind and driving
rain had interfered with the
usual vigilance. Indeed it
seemed as if the wind & rain,
and thick darkness would
have been a sufficient
safe guard. But the Indians is
a child of the elements, and the
storm was what he had wished for
to make his raid secure. The
next morning it was discovered
that not only were two
horses gone, but that they had
even been brought into the light
of the camp fires and their
hobbles removed. Patton
took a hurried breakfast, had
some rations put up and with
twelve others started on their fool-
hardy expedition. The trail was
easily found, well marked, and
nearly in the direction we had come
and evidently led to the Gaudalupe
Range, which still eluded us.

masses blue & heavy on the horizon. They rode through the broad valleys that extended to the mountains. The sun beamed burning hot on them, and they frequently passed some tired or stretched in death with arrows sticking in ~~them~~ them. They made a short rest at noon without shelter from the heat, and with only the drinking water they had brought with them. And after an hours rest they were in the saddle again. Near night fall they came to a small pool of water all foul and black from the trampling of horses and cattle through it, yet they drank of it and camped by it for the night. During the next day, an Indian was occasionally seen on some distant hill top, in advance of us, and so after passing these ridges they would still see him in the distance, either as a spy or a decoy. Toward night the summits of the hills were directly over us, and sailing

Through and around the hills, we found ourselves unexpectedly entering a defile in the mountains, and pressing on, we beheld an Indian village on the crest of a small hill, while large numbers of warriors, mounted, were all around it. There was little said, and no attempt at any concerted action. Dismounting from our horses, we were in momentary indecision as to what next, but the savages gave us no leisure for uncertainty, and at once commenced a fire upon us, and in a second it seemed the defile was full of smoke, and I could hear the savages coming in our rear. Hastily mounting my horse and calling to the boys to follow, I made with all speed for the mouth of the pass, how many followed I did not know, but the shrill yell of the savages told us that we were pursued, and that the fast gathering darkness would be no protection to us. I knew that it was

the two Cooper Boys following and told them our only chance was to leave our horses and take to the hills. They begged me not to do it, but as our route took us round a small hill, I threw myself to the ground into a small clump of brush, leaving the horse galloping on by himself, and quick following after a crowd of Apaches. As soon as they were out of sight I scrambled still farther up the hill side and lay down close to the ground behind some bushes. In a short time I heard the savages returning yelling & shooting & leading on driving the three horses. I was left to the night, my hunger thirst & fatigue. After a long interval the night continuing dark I made an attempt to leave my shelter but with many stumbling & falls over the rocks. I found the bodies of the two Coopers lying by the trail, I gripped but not

scalped. Making my slow
toilsome way - the darkness with
frequent halts; at the first light
of the approaching morning I again
hunted a shelter and though
concealed only by the grass & little
brush laid still the long loxomine
Auspicious day until at night I
ventured to move on my way
and thus after three days of
hunger - thirst & weariness
reached the Camp again at
the same hour.

Three days after reaching the Camp
Richardson died and was buried
at the Camp ground on the Rio Grande.
For all - of the party there could be
but one fate. ~~the~~

Ms.
th
M
1
2
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23 yrs. old

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On Saturday morning, the second of February 1856, I was one of the passengers in the stage for Sacramento city. Leaving Auburn, which had been my home for two years. The morning was cool but pleasant, and we hastened along merrily (bearing the deer now) through the town, which was not yet fairly awake, up the long hill, around the turn, and across the divide, and then as we were mounting the other hill, and just entering the town above in leaf, the sun first shot a bright ray above the dark masses of the live hills.

Our team, company, driver, and more than all, the road, could be called good. The road was enlivened by the diversified scenery for which California is noted. Descending the hills for half an hour we at last succeeded in losing sight of Auburn, but for the first ten miles the scenery presented a character very different from what we had been having daily around us. On road

the high table land surrounding Auburn, the road for a long distance is very nearly level, with short descents until it gradually reaches the Sacramento plain. Along the whole line it is surrounded by the most romantic of mountain scenery, ever changing, and presenting new points of interest. Now you see the rock covered sides of the river hills, clothed only with naked and desolate looking pines. At times you get a chance to peer into the deep chasms through which flows the river, still in darkness. More frequently though you can see only the low hills that close in the view, some covered with trees, but many with only a coating of dry yellow grass. Although the road proceeds in easy descent, it is lined with many taverns, at the bottom of which could be seen numbers of busy miners, while the whole town resounds with the roar of artificial rivulets & water. The plains presented their old California

crossed, but the farms were more numerous and the road more broken as we crossed the American River at the Ferry, a short distance before the road was over-flowed, and we splashed rapidly through it, and then into Sacramento City, full of bustle and noise as befits the Capital of such a State. It seems greatly improved since I passed through it before, many buildings of a very superior order have been erected but I do not think it has extended its limits much. It is very lively now with the Legislature in session. Many members of which are on the boat to San Francisco with a Washington in Yolo, on the opposite bank is the same as when first built except that the houses are yet unoccupied.

On steamboat New-World for San Francisco, full of passengers. 7 a.m., pleasant voyage. Not very cool at night, on deck nearly all the time, tulips on fire in various colors took back at San Francisco.

went to the Rail Head Store, No 48 Commercial Street.

San Francisco has improved greatly though many old landmarks still remain. The Wharves and Street planting are in a most ruinous condition and dangerous to travel. Numerous fine buildings are being erected. The ~~older~~ buildings are very elegant, though their appearance is spoilt by the situation of the stores for cigar-ware. Very few vessels are now at the wharves. Met delignard Rhine, and had a long talk with him. He has about 300 head of cattle which he has bargained off to one person or 15% a head. Jim West and Mr. Murphy have left for the state. took dinner together at the RR hotel and then walked to Long Beach and the pier at 1st. The streets are well lighted, and some of them such as Montgomery & Clay are crowded with promenaders until a late hour but few ladies to be seen.

Monday Feb 14th 1856

Cloudy over head, it rained a little last night, and is slightly drizzling now. The planks soon got wet. Delivered Oberdeener's letters, and selected books at Negbaur & McGlashan for him. Got my ticket on the Cortes for \$200⁰⁰ Berth 12 with Ben Allen. Also draft on Wells Fargo 1⁰⁰ for \$1000⁰⁰ with lower charge of 50⁰⁰ to theatre at night Tuesday Feb 15th

Left San Francisco on steamer Cortes of the Nicaragua route. Fine weather, tickets scanned, and stowaway hunted for. U.S. mails taken on board, and as we lost sight of the wharf we had time to view the scene around us. We soon lost sight of its populated hills and sandy beaches, and passing close to the rocky masses of Alcatraz and Bird Island we were soon at the entrance of the bay. From the appearance of the "Golden Gate" we were led to believe that once in the past

the mountains of Oakland had here connected themselves with the main land, and that this bay was once a fresh water lake. That with the upheaval of the land the retiring waters filled up the Sacramento plains and were only dammed in by these rocky masses, till finally the imprisoned water forced their passage here, leaving these isolated rocks as memorials of their old imprisonment. Passing the fate, the strong wind and cross seas pitched and rolled our vessel with such effect that soon nearly all were sea sick and failed to answer the call for tea. When I again came on deck the tops of the East Range were out of sight and we had to leave the blue sea to look upon.

Wednesday Feb'y 6th. Clear weather sea not so rough. less wind. eat no breakfast. laid down until 10.30 then washed and shaved. sea very quiet, boat very still. few passengers, not more than 50 in all. 40 in first cabin

distance from San Francisco bar 174 miles. and 18 miles to San Francisco. Latitude $34^{\circ}57'$ longitude $121^{\circ}32'$ eat dinner & supper. Bed at 8 o'clock not sleeping much.

Thursday Feb 7th. Feeling about right. a slight headache. sea very smooth. boat rolls some. little wind. walking on deck. pleasant. some sails set. Eat breakfast. took a little Absinthe. distance at noon 239 miles. Latitude $31^{\circ}42'$. Long $115^{\circ}50'$. Skies cloudy, sun rarely seen. evening pleasant, air much warmer, a fin back whale seen. this whale spouts but little and is valueless, and is not hunted. Bed at 8 o'clock.

Friday Feb 8th. Morning clear and pleasant. Up at 6.30. regulated motor, 15 minutes slowly ship time. at noon 228 miles. Lat $28^{\circ}33'N$ Long $116^{\circ}22'$. High mountainous islands in sight. Serpentine & Denite. Sitting in the bows watching the heavy rollers lift the ship high in air, or dash in foam & spray against the sides. to bed at 8.30 and slept soundly.

Saturday February 9th 1856

morning clear, sea smooth, wind light. all sails drawing. noon 241 miles. Lat 25° 39' N long 113. 26 a few mountain tops in sight

Margarita.

Sunday Feby 10. Skies cloudy and hazy. Strong winds from S.E. fore & main & port. set. Mountains of Lower California in sight, high & plain. all sails set sea quiet. until noon we sailed close to the peninsula. passed Cape St Lucas distance 243 m. Lat — long — evening cloudy. Crossing the Gulf of California. wind high. took the yard arm of Main sheet. sea somewhat rough. no land in sight a shoal of porpoises passed us.

Monday Feby 11th skies cloudy and wind fair. sea smooth. days becoming much warmer. noon still cloudy, wind light. distance 234 m. Lat 20° 42' N. long 106° 45' N in sight of the Mexican coast, passed Cope Borrientes, and other headlands

at night a good breeze. Mist on the water.

Tuesday Feb 12th Manzanilla at 4th p.m. Lay off till daylight. a good harbor, though small, very narrow and winding approach. The town is but a small village at the head of the bay, surrounded by low hills. Houses Southern, all open with thatched roofs. Boats came out to us with fruit and eggs. Took on board a quantity of silver. Left at 8 o'clock. Morning pleasant sea as smooth as a river, sailing down in sight of and within 10 miles of the coast, all rugged and mountainous to the water's edge. Noon Lat $18^{\circ} 35'$ Long $103^{\circ} 38'$ distance 202 miles. Passed the steamer Sierra Nevada at 2⁴ - exchanged papers. A. S. papers 12 day, earlier than S. H. only 17 days old. what a splendid sight a large vessel is upon the water, more so when approaching you. to bed at 10 P.M.

Wednesday Feby 13rd 1886

clear and warm, little breeze, hazy still running along the coast. Sea smooth but boat pitching greatly do not fall so well. Lay down after dinner. Distance 246. m

Lat $16^{\circ} 40' N.$ Long $100^{\circ} 08' W$

Thursday Feby 14th clear, very warm, crossing the Gulf of Pekuan repea. rolling sea, regularly sea sick, lay in my berth all day. Lat $15^{\circ} 05'$ Long $96^{\circ} 21' W$. Distance 289 m at dark went on deck, to the bows, feel better, all sails up. out of sight of land.

Friday Feby 15th

Morning clear and warm. sea and breeze gone down, could not eat, noon sea quiet, no breeze, excessively warm. feel better. distance 255 m. Lat $13^{\circ} 45' N$ Long $92^{\circ} 11' W$ evening warm no breeze

Saturday Feb 16th 1872
 morning clear and pleasant, sea
 smooth, good breeze from S.E.
 repacked my valise, expecting to be
 in sight of the coast to-morrow, when
 our journey ends. Coast in sight very
 mountainous, with many, ~~the~~ peaks,
 volcanic smoke issuing from some of
 them. Soon distance runs 190 m.
 Latitude $12^{\circ} 48'$ Long $89^{\circ} 65'$ W.
 evening very pleasant, a fine breeze
 stirring. Will 216 m to San Juan.
 Sunday Feb 17th

Morning clear & pleasant, good breeze
 coast in sight, low with small hills
 rising in the distance. Trees and
 shrubbery. San Juan del Sur at
 12 o'clock. Passengers landed by large
 iron barges, and private boats. Went
 on shore in a boat, said good bye to the
 Pacific that had safely borne us up.
 The touch of solid land was exhilarating.
 Numerous pelicans lined the shore. The
 dark woods looked inviting. Went
 to the hotel where numerous men &
 horses were standing, to carry the

passengers to Virgin Bay, selected a mule, and with Ben Lillie as company started over 12 miles. Road very good, hard and of easy ascent. A very heavy growth of tropical vegetation lines it. Little haciendas and drinking stands where one can get plenty to eat, and more to drink. At 4.30 reached Virgin Bay at the head of Lake Nicaragua. a nice little town. Went to the California house, took supper. Many of the Englishmen ween are here. On board the steamer San Carlos at 7. off at 10 P.M. Monday February 18th.

Left town of San Carlos, at the mouth of the San Juan River. very prettily situated, and of some size. Ground low and covered with vegetation. At sole rapids changed boat for Castillo rapids, took dinner there. Then in smaller boat & while to Machuca rapids, transferred to steam boat & now can down the river till 11 and then lay up alongside a bank belonging to Reed. Most beautiful scenery on the river. Setting

on deck in the bright moon light
watching our rapid descent of the
river. Between the rapids we could
frequently hear the bottom of the boat
scrapping the bottom, and at Machuca
rapids our boat sank as we reached the
landing, a hole having been worn in her
by the rocky bottom. Heavy scime.

Tuesday Feby 19th

At 8 $\frac{1}{2}$ O'clock on boat Scott for
Punta Arenas, drizzling & cloudy. We
reached the Point at 12, went on lighter,
lay in the stream awhile, and then went
on a boat to the steamer "Star of the
West" fired guns at 4 O'clock
Stiff Breeze prevailing, rolling sea,
eat hearty supper & to bed at 7.30.

Wednesday Feby 20th

Fine & pleasant, head breeze, sea
smooth. distance 190 m.

Thursday Feby 21

Fine & pleasant, light breeze,
distance 348 miles. La Union

Friday Feby 22nd

Clear & pleasant, not too much
head breeze, sea quiet, but rolling.

Noon 240 m. S. end of Cuba in sight, from bay of Corrientes to Cape St. Thomas light house. reef for 10 miles long and sandy covered with bushes.

Saturday Feby 23rd 1854

Morning pleasant, cloudy, good breeze N.E. Sigh sandy coast in sight noon 240 m. light at Key west in sight hoisted signal for pilot. up in rigging Head wind, strong from N. & E. at 5. P.M. Key west. 2 light houses. Hot, sea - village, level - sandy. took on 100 tons coal, off at 12

Sunday Feby 24th.

clear, cool winds, pleasant smooth sea, wreck in sight with glass. Coast of Florida, little to be seen so low and indistinct.

Monday Feby 25th

Morning clear. Sea quiet, cool strong winds from N.W. Noon 310 m. Heavy North Wind, rolling sea. Steamer in sight noon 380 m. 55 from Hatteras. Steamer still in view. Evening off the Cape. Sky cloudy, wind very cold. Sea very smooth,

Wednesday Feb 27th 1852

Morning very cool, cloudy, sea smooth
Siff in, no observations taken. Here
log, at night took soundings. Wind
extremely high & cold 10 o'clock took
pilot on board

Thursday Feb 28th 1852

wharf at 6 o'clock. breakfast
at Astor House. at 10 boat for
Porter for South Ambler. Home.

After a short stay at home, I went to a
trip in the interests of the magazine "Milwaukee" -
to Washington D.C. and to Philadelphia. We went
to Buffalo, Niagara Falls, 1st city, 2d city, 3d city, 4th city,
with the following cities to St. Louis, St. Anthony Falls
and St. Peter. Then to the Mississippi, then to
the Mississippi River, then to Milwaukee, then to
Milwaukee and then to the West Side, in my room
a residence.

In October 1856 we rented a store in Fox Lake Wisconsin, and having been joined by E. L. Hyneman, undertook to establish a business. As however this was during the Buchanan campaign and we were both ardent democrats, taking a decided part in all discussions, while the community were as decidedly the other way (Free Soil) we found customers few & far between. We accordingly decided to change our location, and in doing so the trip here recorded was made. I had traded off some goods for a pair of horses & a wagon, to the latter we added a pedler's box to receive our goods. The horses were good & strong, but balky in the extreme, and to this last fact may be partly attributed the disastrous conclusion of the trip.

Tuesday Dec 2^d 1856, snowing, and wind very high & cold, loaded our wagon, but did not start owing to the storm.

Wednesday Dec 3rd 1856. Started at 8:30 a.m. in
evening, about 6 inches on the ground
drifting very bad^{ly}, road completely cut
of eight and difficult to follow, wind
high cold. Horses balking, and stopped
at 4:30, only $1\frac{1}{2}$ m from town. I started
at 1 P.m., horses going very well for
some 4 m, when they balked in a drift,
walked with them at least two hours, when
they started and went about 1 m, when
we came to a house, when we wished to
stop, but were refused, started again
but the horses soon balked in the road
by getting assistance from the house, &
got them started. It was now after sun
set, but the moon gave some light and
ran on ahead to find the road but fol-
lowed up a wood road which led us
into the timber on the edge of the marsh.
the horses again balking, unhitched the
and took them up to the house above
mentioned, I left the wagon in the wood.
our entertainers are Welsh, as are the
most of the settlers in this section.

Wednesday Dec 4th 1857. After getting up this morning, the horses refused to move, kindled a fire, and worked with them an hour before they started, when they went about 14 m up the hill and again stopped. Got the old man from the house to take his horses & pull the wagon up to the house. Watered our own team, but after hitching them in they again refused to draw for near an hour when they started, went about 2 miles and again stopped. After long & fruitless endeavor, unhitched, rode the horses over to a house & got a team to bring us around on to the road, when our own horses took us into Roxdale without further trouble. My feet are frost bitten & swollen & shall have to lay up some days.

Thursday Dec 9th. Started again about 2 P.M. went to Buckhorn tavern by 4 P.M. stopped. Roads well beaten down. Horses did not pull 3 m. had to sell some goods here. Wednesday was snowy & rainy. did not travel.

Thursday Dec 11th 1856. Cold, snowy windy morning. Started, horses barking, some little. very disagreeable going, road plain enough but half thawed, passed through Bear's Dam at 9:30. stopped a couple of hours at the 24th M. house, and reached Columbus at 1. P. M. This is a well built place, with several large brick buildings, the town lays high with plenty of timber to shelter it.

Friday Dec 12th. cold, but calmer, road very slippery. left Columbus at 8:30 reached Sun Prairie 16 m. at 1 P. M. stayed till 2. P. M. & then went to the Empire house, 7 miles & stopped. The road was badly drifted & the horses very troublesome. The Empire is a large straggling farm building, but poorly furnished. After hunting through all the rooms for a looking glass, without success, I armed myself without

Saturday Dec 18th. Morning dark cold & cloudy. Started at 8 a.m. Horses going very well, to Madison 5. m. over a good road. Went to City hotel. Snowy & blustery. Heavy fall of snow at night. My feet are now very painful & can not be used.

Monday Dec 15th. Morning clear, cold started at 9 a.m. got on the Jayneville road by Mineral Point, in place of the Mineral Point, turned back, got on the Eighth road, but again got off on to that to Monroe, determined to keep on. stopped at 11:30. The road is very badly drifted and we shall have to get on to the other road. Started again at 1 P.M. - got on to the Eighth road. Went to Middleport & stopped road hilly & much drifted. At our stopping place the horses are completely covered with frost, - our breaths, freezes on our faces, & hands, & we breathe through a coating of ice on our mustaches.

Wednesday Dec 16th 1836.
light snow this morning, cloudy & ^{20°} cold
Started at 9 a.m. got stuck on the hill
side in sight of town. Went back and
got a team to pull us over the hill.
Snow drift very deep & light. As the
tracks are only made for a sled, which
is much narrower than our wagon, the
wheel is all the time running in the
snow drift which makes the work of
pulling very hard. When two teams have
to pass, the lightest one stops as far off as
possible, the traveller then with his feet
tramples down the snow along side of
the road for a standing place for his
horse & sleigh & stands them on it until
the other team has passed. The snow is
deep enough to ~~bag~~ a horse that get out
of the road. Besides when our wagon
stands still for a little time, the wheels
freeze to the snow, which on account of the
heat is late as to Dodgeville, 3 miles
for 12 dollars. A hilly road all day
and drifts very deep. The country mostly
all prairie, what little timber we
pass being too light to receive the
name of woods. 2.2 m from town.

Wednesday Dec 17. Cold, clear morning. More snow last night. Chased wagon out to runners or bobs, started at 9. a. m. and reached Dodgeville at 1.30 p. m. The road along was very hilly, open, and mostly all prairie. The drifts very deep in places. very few settlements. Dodgeville is in Iowa County and consists of two separate villages, contains several stores and many dwelling houses.

Dec 18th Thermometer 19 above zero
 " 19 " 20 " "
 " 20 " 10 below "
 " 21 " 10 " "
 " 22 " 10 " "
 " 23 " 10 " "
 " 24 " 10 " "
 " 25 " 10 " "
 frost on our bed clothes this morning at 4. A. M. the temperature was 20° above

Saturday 1st 1857. Still here at Dodgeville. Day 15th. Started with the wagon in a pair of bobs, weather clear, 10° below zero more balking with the teams. The snow in the lane is even with the tops of the fences. Great trouble to get a long sled a team to take us on in it in snow, then once out on to Mineral Point. A mining town very thriving. United States hotel, till 18th and

Aug 18. Intensely cold, horses doing
miserably. Stopped at Cottage Grove,
leaving wagon in road. had to beunced
three times. On the 19th hired four horses
team to take us on to Platteville, 9. m.
pay 7 dollars. extremely cold. Reached
there at 2.30, and then engaged men to
take us on to Galena. (10), over bleak
lonely prairie. Buckeye Tavern at
dark. This was one of the coldest days
of the winter, the chill icy wind blowing
directly in our faces. Reached Galena
at 11.30 Aug 20, passing through a
Haze Green.

Aug 23rd 1857. 32° below zero

" 24th checked our baggage to Cairo, Ia.,
left at 10 a.m., moved very slow, with
frequent stops passed Scales Mounds 12. m.
Cars blocked by the snow, after hard work
the train run back to Scales Mounds. Free
scrambling for something to eat. Ely got
a chunk of bread. Moved on again, one of the
many stops to move, back off a bit, reached
Warren, where the train lay all night
staid in the cars very cold & uncomfortable
with no chance for sleeping.

Sunday, Jan'y 25th 1857. Clear & cold
 engine hitched on about 7, started at
 10, reached Freeport at 2. After supper
 run on very well to Union where the engine
 broke down and another had to be bro't
 from Freeport, passed on to Huntley where
 the engine again came of the track &
 broke beyond repair. Monday, started on with
 out one lever and steam chest, &
 flange of driving wheel broke
 Chicago.

Tuesday, Jan'y 29th began Chicago at 8.15.
 Took Urbana on S.P. to Mattoon at
 6. P.M. no passenger in v., cars, 11 & m
 at Leotiaria, took supper. Left here at
 7 a.m. Friday, Jan'y 30 reached Cairo
 at 5. a.m. passage on the S.B. Fashion
 for Memphis. River full of floating ice
 lay at the wharf all day. Got off Sunday
 L, 31, at 3 reach Columbus, Mo. The
 R.R. part completed now, the engine has but
 2 ordinary car wheels, Hickman tig., & on
 an immense number of fourt' two. start
 about midnigl & run at short inter. of

Sunday, July 1st 1857 passed New Madrid
passed George in river, passed several boats
that had been detained here by the ice.

Monday 2^d, aground, sparred off. much
ice in river, lay up all night at a wood
landing. July 3 fog very thick, run for $\frac{1}{2}$
an hour & then hauled to the bank the fog
being too thick to run, fight in the cabin
last night - gambling. 11 a.m. started

Memphis, took passage on the Evansville
for Aberdeen on the White river. Reach
White river July 4 water quite bad, from
the water running into from the Ark River
at the Cut off. Passed the Cut off, water
slightly discolored, current less rapid than
Aberdeen on the morning of the 5th a
small straggling village. Have a very cold
July 5th the stage, i.e. an old wagon, with a torn
white weather sheet, loaded up with mail bags,
our traps & ourselves, started at 7. A.M.
travelled all night in the rain. Wagon had
no spring. The wind blew the wagon off
when we used it for a blower and
managed to sleep a little. a great part
of the road was under water.

Feby 7th 1857. Haynes hotel, Little Rock 7.0. m. \$1⁰⁰ a day.

Monday Feby 9th Fly goes to Pine Bluffs to open a room. stage started at midnight for Clarksville, much crowded with mail matter, only two passengers, outside of town exchanged my seat for a horse as far as Benton. idling all night, drearily pleasant, passed many teamsters camps and stopped by their fires to warm. The road is in a miserable condition, hilly & in places overflowed. passed through Rockford Feby 10

Arrived Philadelphia 11 A.M. crossed Washington at 7. a fine little place built in one long street. Left here in stage Feby 14 at 6 A.M. miserable roads. Bloody Comfort Sunday, 15th Clarksville same day. Tuesday 13th went to Paris this morning on a mule, dinner with Robbins.

16th returned to Clarksville, and went to Paris again on 17th leading one horse. August 11th 1857 went to Green Street on North Delphus, started early, Stern & Negro along, went the old road, training up

August 12th Went to within 16 miles of Kentucky town, paid 25[¢] for water for my horses - Aug 13th. Kentucky town, collected 725[¢] of Dr. Scales. I was to day for over two hours within 6 miles of the town following different roads which were as plenty as cow-trails at a watering place. following directions faithfully, and always being told that I would see town directly, and yet it can not be seen until you are almost in it. Went on to Elizerman - Grayson Co.,

arranged business with Coffey about the Negro f 300 cash. f 300 to be 1st

August 14th went to Colbert's ferry on Red river, crossed by riding half the width of the river & then jump into the flat boat, my mule was somewhat obstinate about this Aug 15th went to Fort Washita, about 1 m from Washita river, took my dinner and then went to Tishomingo, the capital of the Chickasaw Nation. There is a fine spring of water here, from which the place is called. Stopped with Hattie, the only a local man, a small man, well informed, you know, on a Sunday went in the afternoon into his

to his farm on Blue Monday made an early start, went to Nails bridge on Blue, crossed the river a fine stream of water. About 4 miles beyond took the wrong road, rode in the Prairie all day & reached Nails bridge again at 5 P.M. Tuesday went to Mayhew about 35 miles, across the prairie, no water started at 7:00 & got there at 12:30 hot day & very dry. Started to go to Wilsons but got on the wrong road Wednesday, accompanied the mail rider, in a fierce storm of rain & wind and no shelter, County undulating and scarcely wooded. Crossed Bozeman & 4 m., train of government wagons here, belonging to the Boundary Commission. Rode on to Luskland, and went on to Horse Prairie ferry. Stopped at 7:45 A.M. Wilsons plantation. The Indians I met on the trip were well dressed and passed without any observation. very few houses are seen on the road. When I stopped any one at day or night I could only make myself understood by naming the name of the place &

wanted to go to, & passing to the road reached Paris Thursday 2 P.M. The road is in a heavy red clay, lined with timber all the way & a scuding from the river. Friday 19th Clarksville 3 P.M. August 28. To Green Smith, camped out with party in Blue Prairie on a deer drive. 29 deer hunting till 12 mid. to home on fawn, had several shot. Aug 30. To Greenville, Hunt Co 35 miles. crossed Middle & South Sulphur & the Cow Creek fork of the ~~Big~~ Sabine. Aug 31 to Green Smith

Sept 1st out on a squirrel hunt, 7 squirrels killed 175, got lost in Blue thicket and nearly abandoned there. 3rd To Paris 5th to Clarksville Sept 10th 1857. Started for Doaksville Ch. about 10 A.M., crossed Red river at Widow Collins, mouth of Kiamitie reached Doaksville after dark passing through Fort Lawson. A fine high & sufficient country of hills, canyons & timber & splendid views Sept 11th Crossed Kiamitie on ferry, and reached Hobbs at Horse Prairie Ferry

1857

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on Red River for dinner, and from

Records one hour after dark

Sept 15th 1857 took stage for Washington
Arkansas. Lyons, with. Breakfast & lights
10 m dinner at Jones, Rock, Comfort. Crossed
ferry on Little River. Paraclysta 2. a.m.16th Reach Washington.

17th off for Little Rock reached on 18th.
 19th start at 12.30, rainy & disagreeable
 travelled steadily all night, road along
 the Arkansas, through the Pine & Cypress
 woods & swamps, reach Napoleon at
 4. P.M. Friday 20th got on the S. & S.
 f. & wood suff, pass Memphis 1. a.m.
 22nd pass several boats aground, turn
 down. Cairo noon of Sept 23. 6 $\frac{1}{2}$ set on
 the bar. 24 pass Chester in fine peace,
 St. Genevieve the site of the old town is
 covered by the river, and the fields
 stand at the back of the town in
 an island in Illinois and in
 the new town. This is not more
 than 30 to 40 years ago. Bluff Port,
 on the Mountain R.R., reached
 St Louis 9. P.M. On 25th crossed
 river - 1000 cars at the American bottom
 Cincinnati Sept 26th Xenia 9. a.m.

Columbus about 11 change cars,
Fayetteville about 1 Bellair on 231
Ohio river 4 1/2 P. M., derangement of the
boxes of the Panders delayed us some hours
and caused us to lose the train. Went up
to Middletown. Started at 10 for Cumberland
accommodation train. 27th Cumberland
a fine place, Reverse house.

Philadelphia - & gets married

September 1864.

2002

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250

252

258 From ~~here~~ to ~~there~~ final trip before ~~the~~
Nov 25th 1863 8.30. P.M. Leave Metamora
in buggy with Angel, camped at the Palos
Blancos 14 m. ~~all in Mexico~~
26th Breakfast at Encanado P.M.
Charco Agul 17 m. to dinner
Reynosa 18 m.
27th Ranchita Moria 9 m.
Old Reynosa 9 m.
28th Camargo 12 m.
cold north wind making travel very unpleasant.

Married.

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December 24th 1863 left Matamoras
in boat with Angel, Sam Lathen and

Salina	{	10	39
Morales	{	3	
Palito Blanco	7		
Viel Dana	10.		51
Lamparas	15-		
Rio Sabina	15		45-
San Diego	12		
San Armonica	3		115
Piedras negras	13		39

260 In Mexico.

January 14th 1864.

After waiting till 10 a.m. for the mail from Léon to be opened, started for La Armonica, reached it at 4.30 P.M. Road very dusty, passed many cotton trains also some trains with goods going up. Day cool. Country very level. Crossed El Rio San Antonio, on which is the garita, San Jose, 3 m from Piedras Negras, a small very clear stream. La Armonica is a comparatively new place belonging to a company of owners who have built it, & have the ground cultivated for them.

Jan 15th Start at 8 A.M. and went to San Diego ten miles, a small running stream of mineral water. A few people here living in holes in the rocks, partly natural and partly excavated. Went on about 30 m to a camp near a water hole. Goodable wood scarce. Guard all night. Country more rolling and the mountains visible.

Aug 16th Daylight start. ten miles to the Sabinas, ten m further and stop for dinner. Reach Lampasas at 5.P.M. & stop at a house. Day pleasant road hilly. Cross Sand creek about 5 m from Lampasas. The Sabinas is a fine clear bold stream about 20 yards wide, with a ledge or natural dam of rocks, across from shore to shore where the road crosses. banks lined with cane. Lampasas is a good well built town with a good church & large stone buildings. once of much importance.

Aug 17th Late start. passed the Rancho - Comidas - where is a fine well with wheel & bucket. They were making Aguardiente out of the Maguey root as we passed. Went on to the Colotinas and from there to Villa Diana, a small town at the foot of the mountains. There is an Indian settlement along the mountains called "Hascalá". Road dusty but level. The Maguey very plenty. Villa Diana is on a fine creek

Jan'y 18th 1864. Start late. Reach
Palita Blanco, 20. miles, at 11 A.M.
Road good. The Rancho is well walled in
& loopholed, the people look like Indians,
very dirty. Start again at 12.30 and west
to Monales, 20 miles, a ranch, one mile
further reach Salinas a large town of
about 12 000 inhabitants, very neatly built,
with a fine church & plaza.

Jan'y 19th Start at 7. A.M., and reach
Monterey at 11 A.M. - Road very good. This
may be called the Damascus of America, the scenery is grand,
and the situation superb, on and amid mountains. The town
well built, the houses, fancifully painted, embowered in
green. The air and water excellent. The gardens giving
fruits & vegetables in abundance and of large
size.

Jan'y 23rd 1864. Left Monterey at 7.30 a.m. and went through Puebla, and through San Jose, and stop at 12.30 at Cadereyta for dinner 30. m. road good and morning cool. 1.0. m. go on to Mejicito, 15. m. stop at a Rancho.

Cadereyta is one of the most beautiful spots in Mexico, perched on the hill tops, the traveler sees its towers and houses looming up amid orange groves loaded with golden fruit.

January 24th start at 5. a.m., the morning cloudy and cool, road good and tolerably level. Rancho Equanisita 9 leagues - no water here, they have to haul it six miles. 4 leagues - Puerto del Agua - no water here, go on 7 leagues to the Rio China and stop. The river is about 2 feet deep and ten wide, but sometime get very deep. Post here. The old town is but an aggregation of huts.

January 25th 1864. Start at 5½ a.m. cross el Rio, pass through China, cross the Arroyo Lobo, 3 miles and go on to the Joro - a town - about 3 leagues and then to the Mojaves - 9 leagues. no water - road heavy & worn day hot - 4. P.M. Da Coma - 5 leagues, a few small ranches. Road sandy.

January 26th. Start at 5: A.M. Day clear & pleasant - road good & straight 10 leagues to the Lo Vieta, plenty of water - nothing else. two leagues to El Charco, a good sized ranch and then on to Santa Cruz. 5 leagues.

Jan. 27th. Start at 5: a.m. Day cool road good. Through Brazil 5 leagues, San Rosalie 11 leagues, 10.30 a.m. Matamoras at 2 P.M.

Saturday Feb 13rd 1864. On the stage from Matamore for Boca del Rio - at 9. a. m. forty miles road dusty & sandy - well shaded. Reach the Boca 2 $\frac{1}{2}$ P.M.

Wednesday Feb 23rd: At 9. a m take the lighter Gold Hunter to the steamer Ware Queen. Reach it at 12. m. The crossing the bar here is a very serious affair, this being only an open roadstead, where one may have to wait for days for a chance to get out to the vessel, or to land.

At 5. P.M. weigh anchor & get off sea - very smooth

Monday 29th: 2.30. a. m. run on the reef near Bahia Honda, but little damage done, throw some coal over to lighten and get off about 11.2 m with loss of one anchor. On shore the view here was very enchanting, as we are close into the green shore of Cuba, a guard ship is sailing along some inside channel by shore. Looking over the vessel, side the water is clear & beautifully green, revealing the coral rocks on which we lay.

March 1st 1864. Reach Havana at 6 A.M. Hotel Inglaterra, to the Dacon - the Ravel here.

2^d Circo - Chiauria

3rd Prado

4th Plaza del Armas

5th to Guinees and return. 45 m by rail road. pass San Felipe & Melena a very took pleasant trip as the road passes through the dear tropical forest with occasional clearings. Guinees is a pretty little town where has established gas works

Wednesday March 9th on board the steamer Morning Star for New York, weather fair arrive in N.Y on the 13th at 10.30 A.M. home the same day.

Gets married Sept. 14, 1864.

Aged 31 yrs to the day.

270

Matamoros 1 day

285

Brazil 4 14

Charco,

Solicto 14

Lakoma 10

Mujeres 5-

El Toro 9

Chinamada 3

acrophilis 1

Santa Isabel 17

Cadereyta 7

as. pose 44

Monterey 6. Sunday Dec 16th 1863

Salinas 10 Dec 24th

Morales 3

Talo Blanca 7

Vi. El. Diana 10

Lampacais 15

Rio Sabina 15

San Armonica 3

Piedras Negras 15. Dec 22nd

Patterson and Okimish.
Woodsonville skirmish (in reserve) Dec 17th 61
Shiloh Battle (centre of advance) April 6-7-62
Parrington skirmish Reserve May 9.

1/2				
from Little Rock	75	Peter		20.00
" Lewis Hat	50	Possum		10
" C.S. 1161	15	Map land		55.00
" "	25	Clothes		20.00
" Art 1162	25	New Blank		20.00
" Lewis 1162	10	Sundries		40.00
" C.S. 1362	20	Lewis		20.00
" match 1362	15	Capt Readay		2.00
" 7.3	10	Map		
" B. Falls	8	Pork	10	

Dr	C.
Dinnerman loan 1.00.	Offices Bal 4.50
Parker Boston 0.00.	Lawson Boston 0.00
Travel Tickets 1.50.	Postage Cards 1.00
Zimmerman Boston 0.60.	Pastles - pain. 0.00
Lawson 0.00	Zimmerman 11 0.00
	Lawson 1.50
	Parker 0.00

Williams Manual - given to Stanley
Harden, Factor
Mapam Outpost club
School of the Grade
Robert, Artillery
Arenschildt Outpost club
Army regulations - given to Mr. Day

Mobile 12-185 - 100 m.

20- 152 T. 20 - GL 1000 ft.

1000 ft. 1000 ft. 1000 ft.

evacuation of Donley Green } Advance Guard
" " Nashville in Kentucky
" " Corinth

Dear General
we Donley Green
from Corinth

Steam Boat from
Point Pleasant to Columbus

Rail Road from
Columbus to Cairo City —
Franklin to Margrebow — 65
Constland to Corinth — 80

200
milk

March from Little Rock- Pocahontas	186
" Camp Missouri to Pittman ferry	24
" " " Dry to Black river	39
" Black river to Pittman ferry	42
" Pittman ferry to Point Pleasant	101
" Columbus to Camp Obion	6
" Camp Obion to Columbus	6
" " Cave City to Horse Cave	16
" Horse Cave to Cave City	
" to Meersburg & back	44
March to Rocky Hill & back (3)	42
to Grahams	21
Horse mills & Cave City advance	37
Woodsonville & return ^{Reconnoissance}	22
Horse Cave & return fatigued	12
Bells Tavern	7
Bowling Green	26
Waters Mill, ^{Reconnoissance}	30
Marysburgh to Corkland	124
Reconnoissance of March 26-8	34
Shiloh battle field & return	55
Skirmish at Farmington & return	10
at Corinth & to Talapoa	100

Arkansas }
Missouri } 1861-2
Kentucky }
Penns^{ylvania} }
Mississippi } 1862-

1861 Marched { 582
 RR {
 S B {
Total

1862. Marched
 RR
 S B

